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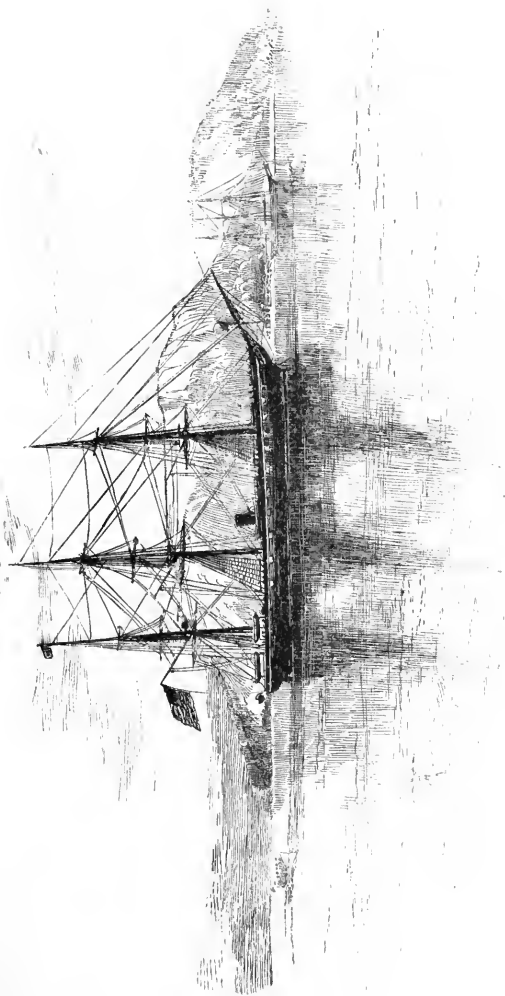
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# THE CRUISE OF THE BROOKLYN.





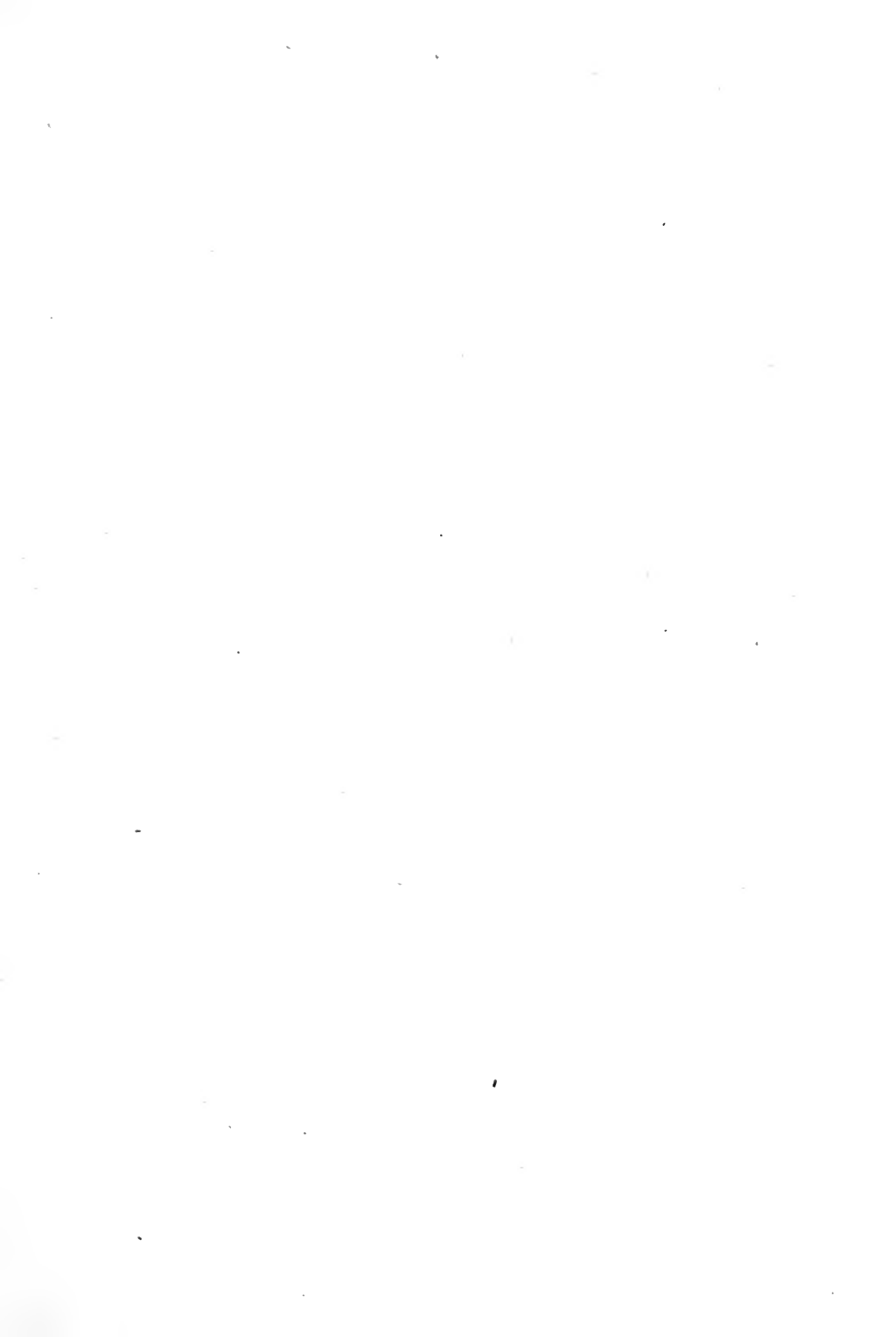


THE "BROOKLYN" AT ANCHOR IN TABLE BAY.

TABLE MOUNTAIN IN THE BACKGROUND.

[*Fynitiëpiece.*]







THE  
CRUISE OF THE BROOKLYN.

A JOURNAL OF THE PRINCIPAL EVENTS OF A THREE  
YEARS' CRUISE IN THE

U. S. FLAG-SHIP BROOKLYN,

IN THE SOUTH ATLANTIC STATION, EXTENDING SOUTH OF  
THE EQUATOR FROM CAPE HORN EAST TO THE LIMITS  
IN THE INDIAN OCEAN ON THE SEVENTIETH  
MERIDIAN OF EAST LONGITUDE.

DESCRIPTIONS OF PLACES IN  
SOUTH AMERICA, AFRICA, AND MADAGASCAR,  
WITH DETAILS OF THE PECULIAR CUSTOMS AND INDUSTRIES  
OF THEIR INHABITANTS.

THE CRUISES OF THE OTHER VESSELS OF THE AMERICAN SQUADRON,  
FROM NOVEMBER, 1881, TO NOVEMBER, 1884.

BY  
W. H. BEEHLER,  
LIEUT. U. S. NAVY.

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ILLUSTRATED.

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PRESS OF  
J. B. LIPPINCOTT & CO., PHILADELPHIA.  
1885.

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## PREFACE.

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THE interesting reception of Neptune on board the U. S. S. "Brooklyn," upon crossing the equator, created a demand for a periodical on board. The author was selected to conduct the journal, and the officers cordially gave him their assistance, so that the *Brooklyn Eagle* became a regular feature of the ship. Captain A. W. Weaver gave his permission, and the sum of five cents per copy was charged, in order to defray expenses for paper, ink, and replenishing the type, and also to pay the printer, C. M. Cartwright, for his labor during his leisure hours. The writer of any article was also allowed as many copies of the paper as he might desire for his own gratification.

The present volume is, with a few additions, taken from the *Brooklyn Eagle*, and, with the illustrations of the principal places visited during a cruise in comparatively unfrequented waters, may prove interesting to the general public.

"The History of the River Plate Republics" was published in a continued series of the *Brooklyn Eagle*, and the author intends to complete that work and publish it in a separate volume.

The author takes advantage of the opportunity to acknowledge his indebtedness to the officers of the "Brooklyn" for their support and co-operation. Lieutenant G. A. Calhoun contributed

the articles upon "La Fête National" and "The Carnival of '83 at Montevideo;" Lieutenant J. J. Hunker that of "The Fazenda Santa Anna," and Lieutenant H. O. Handy the article on "Base-Ball" and that of "The National Sport of Spain." Chaplain Royce furnished valuable information concerning Madagascar, and all the officers kindly revised and criticised the various articles as they appeared from time to time, so that this volume may be considered as having been thoroughly revised and in all respects reliable.

My special thanks are due to Captain A. W. Weaver for his permission to continue the publication of the *Brooklyn Eagle*, and also to Rear-Admirals Crosby and Phelps, who gave me their friendly advice.

W. H. BEEHLER,  
*Lieutenant U.S.N.*

U. S. S. "BROOKLYN," October 8, 1884.

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# THE CRUISE OF THE BROOKLYN.

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## CHAPTER I.

The "Brooklyn" commissioned for the South Atlantic—Description of the Ship—List of Officers—The Official Inspection by the Inspecting Board—Departure from New York—The First Storm at Sea—Pleasant Voyage and Arrival at the Equator—The Grand Reception and Festival in Honor of His Majesty Neptune and the Queen—The Initiation Ceremony.

AFTER a friendly consultation between His Majesty Neptune and the President of the United States, the "Brooklyn" was selected as flag-ship of the United States naval forces in the South Atlantic.

Owing to the unprecedented number of applications, it was some time before the Honorable Secretary of the Navy could decide who should have the privilege of serving in this ship. The subject gave him so much concern as to necessitate publishing a general order, calling especial attention to the officers finally selected.

The good old ship had been thoroughly overhauled (excepting a few leaks) and virtually rebuilt, and had a great many modern appliances,—electric bells, Hotchkiss revolving cannon, magazine-rifles, and ventilating fan-blowers. Neptune had some hope of finding electric lights on board and was very much disappointed.

The "Brooklyn" is a single-deck steam sloop-of-war, two hundred and eighty-five feet long and forty-three feet beam; tonnage, two thousand. Her armament consists of twelve 9-inch broadside guns, one 8-inch muzzle-loading rifle, one 60-pounder breech-loading rifle, two 20-pounder breech-loading rifles, one 12-pounder light howitzer, one 3-inch breech-loading rifle, one long Gatling, and four Hotchkiss revolving cannon. She is fitted with four

projecting platforms and two rail-posts for the Hotchkiss cannon, and has the regulation torpedo outfit.

She was put in commission at the New York Navy-yard at 1.20 p.m., the 11th of November, 1881. At this time Captain A. W. Weaver formally received the ship from Rear-Admiral G. H. Cooper, United States Navy, commandant of the yard, and took command by reading his orders from the Honorable Secretary of the Navy in the presence of the officers and men assembled on the quarter-deck. The colors and pennants were hoisted while the band played "The Star-Spangled Banner." The following is a list of the officers:

Aaron W. Weaver, captain commanding.

Charles H. Pendleton, lieutenant-commander and executive.

Charles M. Anthony, lieutenant-commander and navigator.

C. B. Gill, Uriel Sebree, W. H. Beehler, H. O. Handy, George A. Calhoun, and J. J. Hunker, lieutenants.

John Hood, C. S. Ripley, James B. Cahoon, Thomas Snowden, and John A. Bell, midshipmen.

A. C. Parsons and G. E. Perry, cadet-midshipmen.

Henry M. Martin and John M. Steele, passed assistant surgeons.

W. Goldsborough, paymaster.

W. W. Dungan, chief engineer.

B. C. Gowing, passed assistant engineer.

S. H. Leonard, assistant engineer.

W. S. Smith and R. J. Beach, cadet-engineers.

A. L. Royce, chaplain.

S. L. Jackson, second lieutenant of marines.

H. Dickenson, boatswain.

George L. Albro, gunner.

J. S. Waltemeyer, carpenter.

John T. Bailey, sailmaker.

T. G. Dawson, pay-clerk.

B. W. Goldsborough, fleet pay-clerk.

The crew consists of three hundred and twenty men, including

petty officers and marines. They are the finest set of men ever visited by Neptune. A great many of them have seen long and faithful service in the navy, and all reflect great credit upon the American people in the South Atlantic.

Within three weeks the captain informed the Navy Department that the ship was ready for sea. The powder was received on board off the Battery on November 28, after which she anchored off West Twenty-third Street.

The Board of Inspectors visited the ship on December 2, when she was found to be thoroughly equipped for a three years' cruise. At 10.30 A.M. the following Wednesday, December 7, she got under way and stood down the bay to Sandy Hook, where she anchored until 4.20 P.M., when she stood out to sea, bound for Montevideo. A fresh breeze from the northwest favored the ship, but it increased to a fresh gale during the night. The sea became very rough, and the ship rolled and pitched about uneasily. A great many were sea-sick, and all were subjected to a great deal of discomfort. The seas kept the decks wet constantly for two weeks, during which time there were only a few hours of good weather, and these were hailed with great delight. The band was ordered up once during this period, and the music revived the drooping spirits amazingly.

Christmas-day was celebrated by divine service and a swell dinner in the wardroom to the captain and steerage officers. By this time the wind and sea had abated considerably, and the ship was in milder latitudes. The trade-winds were very uncertain at first, but we found fair weather in that region, and made a good run until we reached the equator. Steam was only used the first two days out and the last two days while in the "doldrums" just north of the equator.

The "Brooklyn" has side keelsons, and drags her screw when under sail; but, notwithstanding these drawbacks, she made the run from Sandy Hook to the "line" at thirty degrees west longitude in thirty days and fourteen hours.

## NEPTUNE'S RECEPTION.

At seven P.M., January 6, the ship's company was startled by the sound of a conch-shell under the weather bow, immediately after which the ship was hailed in deep stentorian tones, "Ship ahoy!" The officer of the deck answered "Halloa!" The voice replied, "What ship is that?" "The United States steamer Brooklyn." "Where from?" "New York." "Whither bound?" "Montevideo." "May I come on board? I have a message for your captain." "Certainly."

A quaint figure then emerged from out of the sea and appeared at the mast, where he handed the officer of the deck a despatch for the captain. This proved to be from His Majesty Neptune, informing the captain that he would visit the ship with his suite the next morning.

The captain came out and shook hands with the envoy, and said he would be very much pleased to receive His Majesty, and he would have everything ready for his reception, and the initiation of those of his subjects who had never previously entered his dominions, and that he had reason to believe he had a number of such young men among the officers and crew under his command.

The captain sent his compliments to Neptune and recalled his first meeting with His Majesty thirty-three years ago in nearly the same spot. The envoy remembered it very well, and said he had the honor of being His Majesty's viceroy at that time, and, after thanking the captain, he mysteriously disappeared.

The next morning a huge tank was rigged up in the starboard gangway by means of a large boom-cover triced up to the rail on the bridge and topgallant forecastle, and preparations were made for the day's ceremony. At nine A.M. a bugle-call announced the arrival of His Majesty and suite on board ship. All hands were called aft to muster, and formed line for the grand review. The band struck up "A Life on the Ocean Wave," and a squad of sea-

urchins appeared with the state car of His Majesty Neptune and Queen Amphitrite. The car was a long shell with two wheels covered with sea-weed, the golden fleece, and other decorations.

His Majesty looked rather aged, but his keen eye evinced all the vigor of perennial youth. He was attired in sea-weed, carried a trident, and wore a crown of pearls. Queen Amphitrite hid her blushes under a prodigious growth of hair covering her whole body. She wore a green dress tastefully embroidered with choice varieties of sea-weed. The overskirt was cut *à la princess*. She did not bring any of her mermaids with her, as there are no ladies allowed on board [this] ship.

The suite consisted of the secretary with Neptune's log, the doctor, grand chamberlain, the barber with an immense razor, and a train of policemen. The procession marched aft and halted at the mainmast, where the captain and executive received His Majesty and gave him a hearty welcome. Two servants appeared with wine, and Neptune and his suite pledged the health of the captain and his crew. After the usual exchange of courtesies, Neptune ordered his secretary to call the roll of officers who had not crossed the "line." Sixteen young gentlemen then came forward in obedience to the summons. His Majesty then addressed them in a neat little speech, wherein he informed them that in consideration of their positions and the record they would make in his log-book, he would allow them the privilege of choosing whether they would pay a tribute to Neptune and his train or submit to the initiatory shave. Those who preferred paying tribute were then requested to hold up their hands. As all the young gentlemen decided to pay tribute, His Majesty then ordered the train to march forward and proceed with the crew.

A throne had been prepared for them on the starboard side of the forecastle, about fifteen feet above the bottom of the tank. The doctor and barber were stationed on each side of the block, and the secretary called out the name of the victims. One of the barber's assistants had a pail of lather made of a horrible mix-

ture of lime, flour, molasses, vinegar, and sea-water, diluted with a strong solution of Stockholm tar.

The thirty apprentice-boys were the first victims. As each one was called out he was required to sit on the block and submit to an examination by the doctor, who generally found it necessary to administer a nasty pill. The barber then put on the lather, while the victim was required to give an account of himself, during which the brush frequently lathered his mouth with an unsavory mess. As soon as the name was duly recorded the victim was lifted bodily and thrown headlong into the tank, where a host of minions received him and gave him a thorough washing. The boys went through the performance most gracefully, but the marines were obstinate, and their vain resistance evoked the greatest merriment.

When the secretary called for the master-at-arms, a general shout was raised by the boys. A full delegation of police was sent below, and "Jimmy Legs" was unceremoniously ushered into His Majesty's presence. In view of his position Neptune was somewhat undecided about requiring him to be shaved, but his ministers unanimously voted that he should be, as it might be taken as a precedent in future ceremonies. The barber was especially zealous, and used all his influence to have him shaved, and when His Majesty finally ordered him to be initiated, the assembled court gave vent to their delight in loud applause. He was then allowed to prepare himself for the shave and bath, and was very neatly handled; his graceful form was lifted up by four brawny arms and hurled into the tank to the tender mercies of the sea-urchins with the steam hose. The printer hoped to escape on account of some services, but the law was inexorable, and he submitted with very good grace.

The firemen and coal-heavers were very indignant, and some of them intrenched themselves in the coal-bunkers and fire-room, laboring under the delusion that Neptune was not familiar with steam-engineering, and would not venture below among the intri-



cate machinery. They soon found themselves mistaken, and after a short struggle the uninitiated were duly shaved and washed.

The captain was very anxious that his cook should be washed, but in this he was sadly disappointed, for when summoned into the presence of His Majesty, he was found to be an old acquaintance; some infer that he was born on the coast of Africa, and is intimately acquainted with some of His Majesty's court. At all events, he was not subjected to either a shave or a wash. One young man from the "Woods" claimed to have crossed fifteen times, but had no certificate. He was cross-examined by the chief marshal, and as this proved unsatisfactory, he was duly submerged.

At eleven A.M., after all the young men had been duly initiated and the officers had paid their tribute of wine and cigars, His Majesty went aft and bade the captain adieu. He reported to the captain that he had washed the hay-seed out of the hair of the young men, and that they would now pass muster. He promised fair weather and steady southeast trade-winds during the voyage, and that he would watch the young men and boys and see that they did their duty with credit to themselves and country. He expressed himself very much gratified with his visit and mysteriously disappeared with his whole retinue, while the band played "Yankee Doodle."

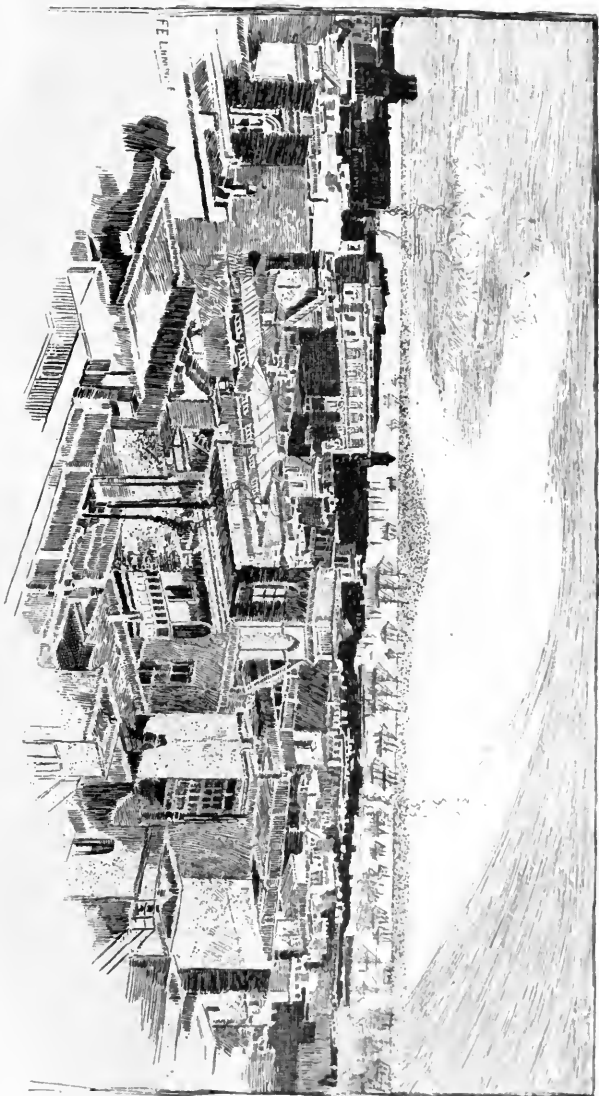
All hands then turned to and proceeded to their duties. A fair wind sprang up almost immediately after His Majesty left. The captain ordered sail to be made and the fires were allowed to burn out, while the old ship proceeded on her way with Neptune's blessing.

## CHAPTER II.

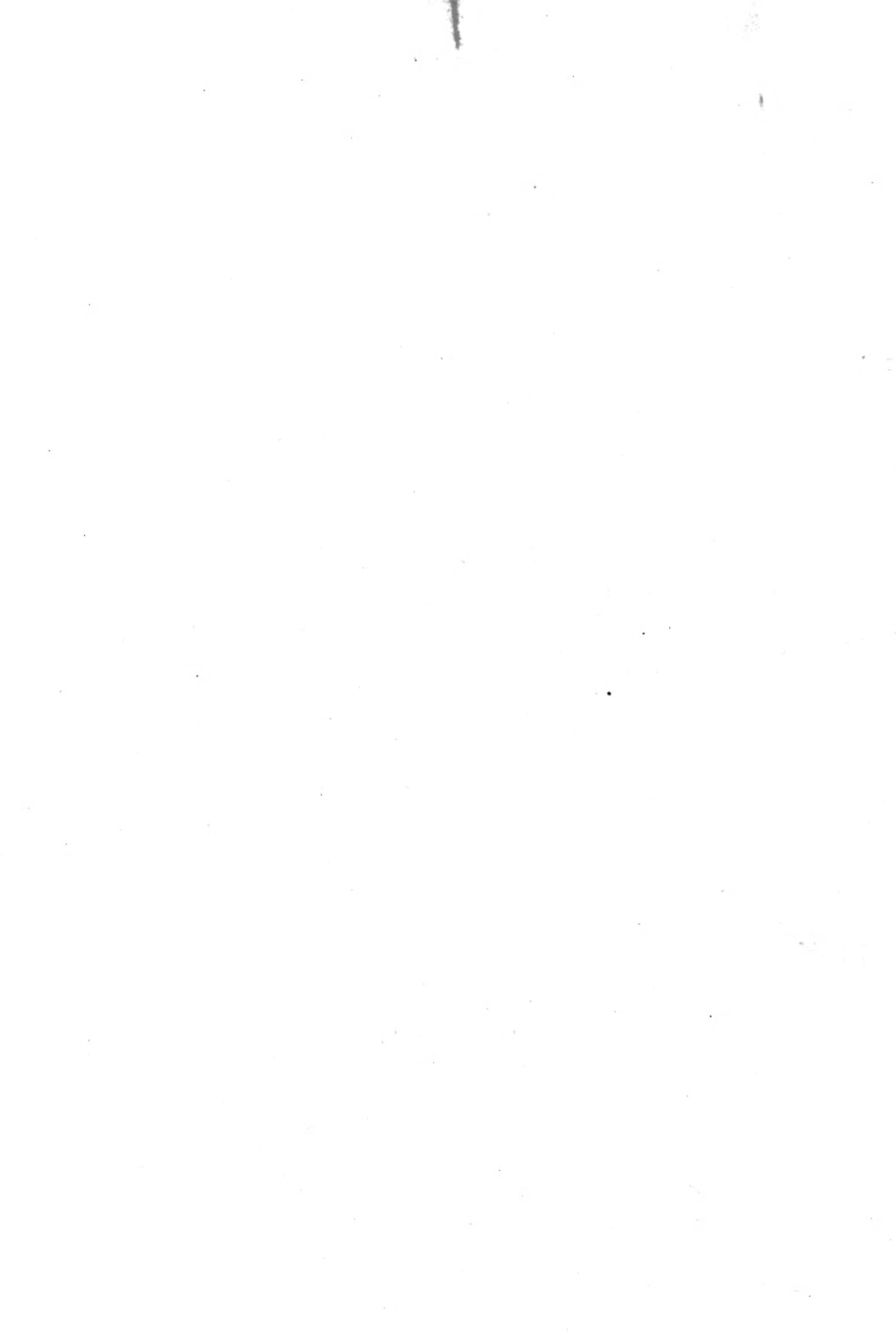
Arrival at Montevideo—Reception of the Commander-in-Chief, Rear-Admiral J. H. Spotts—The Organization of the Admiral's Staff—The Departure of the "Brooklyn" for the Straits of Magellan—Arrival at Elizabeth Island—Reception at Sandy Point by the Chilian Governor—Arrival at Falkland Islands—Description of Port Stanley—Death and Burial of Admiral Spotts—The Naval Funeral Ceremonies.

FROM the "line" to Montevideo very little of interest occurred. The sea was for the most part smooth, and sailing delightful. January 18 the officers appeared in white for the first time. January 20 orders were given to get up steam, the wind having died out; but soon, a fair wind springing up, fires were banked. January 22, soon after eleven o'clock, the drum beat to general quarters, the first we had had at night. The men turned out with great promptness, much to the satisfaction of the officers in charge of divisions.

The wind dying out the next morning, orders were given to spread fires. The deep-sea lead was kept going all night at intervals. At four A.M., Wednesday, January 24, we made the light at the mouth of the river Plate. The pilot came on board at nine A.M., and we steamed up the river at a rapid rate under three-fourths power. The sky was overcast, but cleared towards evening. The city of Montevideo came in view about five o'clock, and a little after eight o'clock we came to anchor in the outer roadstead, signalling the "Shenandoah" by rockets. The long streets lit up by gas looked very beautiful to our weary eyes after forty-nine days at sea. The next morning we stood into the harbor, and came to anchor a short distance from the "Shenandoah." Three other men-of-war were in the harbor,—an Italian, a Frenchman, and a Brazilian.



MONTevideo.



Montevideo takes its name from a conical hill, which can be seen for a long distance, situated on the western side of the circular indenture in the river which forms the harbor. The town itself is on a point opposite, distant from it a mile or more in a direct line across the water. The hill is known as the "Cerro," or hill, *par excellence*. It is isolated, and rises gradually and regularly on all sides, at an angle of forty-five degrees, to a height of about four hundred and ninety feet. It is crowned by a small rectangular fortress, above which rises a tower some twenty or thirty feet, from which a flash light is shown. The fortress has been suffered to fall into a state of decay of late years, but the government, at the time of our visit, was making repairs and mounting guns. Midway between the hill on the west and the town on the east, a small hill rises two or three miles inland, called the "Cerrito," or little hill. In the many revolutions in this country this hill has been often fortified; usually one party holding the "Cerro" and the other the "Cerrito," and each in turn attempting to control the city.

The town is situated on a peninsula of tufa rocks, a half-mile in length by a quarter in width, and then spreads out into beautiful suburbs of twice this extent. The peninsula itself rises gently from the water on three sides to an elevation of eighty or one hundred feet, much in the shape of a whale's back. From a distance it presents a mass of compactly-built, white, flat-topped houses, one and two stories high, with multitudes of small square turrets or miradors overtopping them. From the midst, in the central height, rise the lofty roofs, domes, and double towers of the cathedral.

On Monday, January 30, at eleven A.M., Rear-Admiral James H. Spotts hoisted his flag on the "Brooklyn," being received on board by the officers and crew in battalion formation and a salute of thirteen guns, after which the admiral and staff inspected the ship. Medical Inspector C. H. Burbank and Captain E. P. Meeker joined this ship in company with the admiral. The admiral announced his staff in the following general order:

Squadron Order } U. S. F. S. "BROOKLYN," MONTEVIDEO, URUGUAY,  
No. 3. } January 30, 1882.

Having transferred my flag to the U. S. S. "Brooklyn," I announce to the squadron the following officers as composing the personal and general staff:

PERSONAL STAFF.

Captain A. W. Weaver, chief of staff.

Lieutenant W. H. Beehler, flag lieutenant.

Lieutenant Jacob J. Hunker, secretary to commander-in-chief.

Midshipman John Hood, aide to commander-in-chief.

GENERAL STAFF.

Medical Inspector C. H. Burbank, fleet surgeon.

Paymaster W. Goldsborough, fleet paymaster.

Chief Engineer W. W. Dungan, fleet engineer.

Captain E. P. Meeker, U. S. M. C., fleet marine officer.

J. H. SPOTTS,

Rear-Admiral Commanding, U. S. Naval Force,  
South Atlantic Station.

From Monday afternoon until Thursday, February 2, we were unable to hold any communication with the shore on account of a severe gale. February 4 the "Shenandoah" put to sea, homeward bound. Both crews manned the rigging and cheered ship. Having coaled, the following day we also put to sea, bound for Sandy Point, in the Straits of Magellan. We had a most delightful passage until near Cape Virgins. The Virgins, however, gave us a cold and stormy reception, and on Monday, February 13, we were obliged to heave to, not being able to enter the straits. The next day we made the entrance, and at night anchored in Possession Bay. Wednesday we anchored in Gregory Bay. Thursday, February 16, we came to anchor off Elizabeth Island at about eight A.M. The admiral, Captain Weaver, and quite a party went on shore on a shooting expedition, and came back after having fine sport. The next day the same party went ashore again, and in the two hunting expeditions of a few hours each they brought back about one hundred wild geese. February 18 we

reached Sandy Point, where we expected to receive a large mail. In this, however, we were disappointed, and the admiral decided to remain till the arrival of the next mail steamer, due February 25. In the mean time the usual visits of ceremony were exchanged between the admiral and the Chilian governor, and the latter invited the admiral and staff to join him in a horseback-ride about the settlement, but the admiral complained of a cold and did not accompany the party on this expedition. On February 28 we again put to sea, bound for Port Stanley, East Falkland, where we arrived without incident Saturday, March 4.

Port Stanley is the seat of government of the Falkland Islands. It is a very pretty little harbor and perfectly land-locked on all sides. The entrance to the outer harbor is marked by a lighthouse on a point running out towards a number of rocks known as the Seal Rocks. The outer harbor is known as Port William, and is connected with the inner harbor by a narrow strait about one hundred feet wide and four hundred feet long. When we passed in at dusk, Saturday, March 4, it seemed to be scarcely wide enough to admit us.

The Falkland Islands are now English settlements, but they have been held by a number of governments. The islands were discovered by Cavendish in 1592, but they are not known to have been inhabited before the French took possession of them, the first part of this century. The Spanish, English, and the government of Buenos Ayres held them at different times, but did not hold them permanently.

While held by Buenos Ayres, some Americans were maltreated, in consequence of which the U. S. S. "Lexington" bombarded the place and seized the islands. Our government claimed these islands until Secretary Seward was Secretary of State, when this claim was finally yielded and the proprietorship of England recognized by us, as well as by the rest of the world, except the government of Buenos Ayres, which still claims them as part of their territory.

The English have a number of settlements in the islands, twelve hundred people finding a home on them. The largest settlement is that of Stanley, where there are about five hundred and fifty people, men, women, and children, the latter being unusually numerous.

The soil is barren, trees are unknown, and very little vegetation is found except short grass and field flowers. The chief industry is that of sheep-raising. The wool from these sheep is very fine and is the main source of income. It requires an average of four acres of this land to maintain one sheep, while in the United States several sheep are amply supported on one acre of land. Every year, however, brings improvement in the soil, and in time it promises to be quite an important place.

The wind blows nearly all the time with a velocity of from twenty to fifty miles per hour, often being accompanied with rain. Not a single day passes without rain, more or less copious. The climate is, however, a very healthy one; the fresh wind keeps up a perfect ventilation, and doctors have very little to do.

The town itself is like one of our own new settlements. The frame houses, with gable-windows in the roof and smoking chimney-tops, gave the place a homelike aspect as seen from the ship.

Peat is the principal fuel. It abounds on the hills close at hand, and is very generally used. Peat is a carbonized vegetable matter. It has a dark-brown color, and is dug out of the earth in cubical blocks, and then piled up to dry, two weeks' exposure to the sun and wind being requisite before it is fit for fuel. It makes a pretty grate-fire, but burns with a great deal of smoke, having a peculiar odor, which though not disagreeable yet permeates everything.

There is very little commerce with the rest of the world. Some seal-fishers come in occasionally, and there is a line of steamers which call here once in about six weeks. Whalers come in once in a while, but the present compulsory pilot laws keep most of them out. The only other vessels that come in are those in dis-



tress, several fine vessels being in the harbor unable to get away or have their masts and rigging repaired. The people of Stanley have strong hopes that the English government will establish a regular naval depot at Port Stanley, several of the most desirable parts of the harbor being reserved by the government.

On Monday, March 6, we fired a national salute of twenty-one guns with the English flag at the fore, which was at once returned gun for gun. The next day the admiral and his entire staff made an official visit to the governor, being saluted with thirteen guns on landing.

We commenced to coal ship at eight o'clock Thursday morning, March 9. Fires were started at noon, when the governor made his official visit. At this time the admiral was suddenly taken sick, and fires were banked again.

#### THE DEATH OF REAR-ADMIRAL JAMES H. SPOTTS.

It has pleased Almighty God in his infinite wisdom to remove our beloved commander-in-chief, Rear-Admiral James H. Spotts, from our midst. He was stricken with apoplexy while receiving an official visit from the governor of the Falkland Islands, at 12.30 P.M., March 9, 1882. It appears that he was seized with a fit of sneezing, and the effort produced a rush of blood to the head, which rendered him semi-unconscious; he attempted to rise from his chair, but fell forward on his hands and knees. Captain Weaver, the governor, and his son raised him on to the transom, and Drs. Burbank, Martin, and Steele were at once summoned to attend him. They did all that human skill could possibly do, but to no avail. In fifteen minutes the admiral became entirely unconscious, and gradually sank, and died at 10.41 that night.

It was at first intended to take his remains to Montevideo, but this was found to be inexpedient, as the body could not be properly embalmed for want of proper appliances, and if only imperfectly done, delay, or any accident of storm and weather to the ship *en route*, would have necessitated its burial at sea. Stanley,

in being an English port, is more like our own country than any other place on the station, and as events proved, the people on shore paid his remains every possible mark of respect, and his grave will be honored for all time in the history of the islands.

Lieutenant Beehler was placed in charge of the remains, and prepared them for burial, and a number of officers voluntarily kept watch by the body until the funeral, on Saturday, March 11.

Rear-Admiral James H. Spotts was born in North Carolina, March 11, 1822, and was appointed a midshipman in the navy from Kentucky, August 2, 1837. He made a cruise around the world in the "John Adams," 1837 to 1840, and engaged in two battles on the island of Sumatra in 1839. From 1841 to 1842 he served on the Brazil Station in the "Delaware" and "Potomac." He was promoted to passed midshipman June 29, 1843, and cruised in the West Indies and coast of Africa in the "St. Lawrence," "Falmouth," and "Southampton" in 1843, 1844, and 1845. Promoted to master April, 1850, and lieutenant November of the same year. He served in the Pacific in the "Lexington" from 1846 to 1849, and again in the "Portsmouth" from 1851 to 1855. During the Mexican war he was on the blockade on the west coast, and participated in the capture of San Blas, Mazatlan, La Paz, etc. He was in the "Michigan" on the lakes from 1856 to 1858, and the "Cyane" and "Saranac," Pacific coast, from 1858 to 1860. In 1861 he joined the "Santee" on the Gulf Squadron, and there took his first command, that of the "Wanderer," 1861 and 1862. He also commanded the "Magnolia" in the latter part of 1862. He was commissioned as commander in July of the same year, and commanded the "South Carolina" in 1863, and the "Pawtucket" in 1864 and 1865. From 1865 to 1867 he served as executive of the Mare Island Navy-yard. He was commissioned as captain July 25, 1866, and commanded the "Saranac" in 1870 and 1871, and also the "Pensacola," 1871 and 1872, in the Pacific, after which he was light-house inspector on that coast until 1874. He was commissioned as commodore September 25, 1873, and served

as inspector of government vessels from 1877 to 1880. During the war of the Rebellion he served in the Gulf, North and South Atlantic Blockading Squadrons. He was at both engagements with Fort Fisher, and those with the batteries on Cape Fear River, and several minor engagements while on the blockade. He was up James River when Richmond was taken. He received orders to command the United States naval force, South Atlantic Station, on May 5, 1881, and was promoted to rear-admiral on the 28th of the same month. He relieved Rear-Admiral Bryson, on board the U. S. flag-ship "Shenandoah," at Rio de Janeiro, on July 25 following. He transferred his flag from the "Shenandoah" to the "Brooklyn" on January 30 of this year, and started on a cruise to visit the ports within the limits of the station.

He was within two days of being sixty years old when he died, and his death was a painful shock to us all, and a great loss to our country, which he served with distinction and fidelity for forty-five years. The admiral was a very genial gentleman, and was much beloved by all who knew him. He made his home in California, where, as will be seen from his record, he passed the greater portion of his life. Becoming identified with the people on the Pacific slope, his death was a great blow to a host of friends. He left a widow, two sons, and one daughter.

The remains of Admiral Spotts were laid in state in a semi-metallic casket on a catafalque on the quarter-deck the day of the funeral. His sword and cocked hat were placed on the casket, which also was covered with a number of beautiful floral tributes, kindly sent by the ladies on shore. Marines were posted at each angle, and the ship's company were given an opportunity to take a last look at the features of our late commander-in-chief. At 1.45 P.M. the assembly was sounded and the funeral escort formed. The marines were drawn up on the port side of the quarter-deck, while two companies of sailors formed in the port gangway. The band was posted abaft the mainmast, and the rest of the ship's company came aft in the starboard gangway.

Governor Kerr, the United States consul, the Hon. Mr. Dean, vice-consul, and Mr. Kerr stood with the officers on the starboard side of the quarter-deck. The band then played "Nearer, my God, to Thee," after which Bishop Stirling, Colonial Chaplain Brandon, and Chaplain Royce came from the cabin and read the burial service of the Episcopal Church. After the bishop had read the lesson the following hymn was sung, accompanied by a portion of the band :

"My God, my Father, while I stray,  
Far from my home on life's rough way,  
Oh, teach me from my heart to say,  
    'Thy will be done.'

"Though dark my path, and sad my lot,  
Let me be still and murmur not,  
And breathe the prayer divinely taught,  
    'Thy will be done.'

"What though in lonely grief I sigh  
For friends beloved no longer nigh,  
Submissive still would I reply,  
    'Thy will be done.'

"If thou shouldst call me to resign  
What most I prize,—it ne'er was mine;  
I only yield thee what is thine,—  
    'Thy will be done.'"

The marines, band, and two companies then went ashore in the boats in tow of the steam-launch. While they were on the way the casket was closed and hoisted out over the starboard gangway, being piped over the side and lowered into the barge, in which it was taken ashore with the pall-bearers and barge's crew composing the body-bearers. A salute of thirteen minute-guns was fired while on the way ashore, the steam-launch towing all the boats. As soon as they reached the shore Lieutenant-Commander Anthony took command of the escort, and drew them up in line, presenting arms as the remains passed by to take position in the line.

The procession then started towards the cemetery, headed by the band, in charge of Midshipman Cahoon, then the full marine guard, under command of Captain Meeker. The bishop and two chaplains followed the marines, after which came the bier, borne by the twelve bargemen selected as body-bearers, in charge of Midshipman Ripley, the admiral's aide. The pall-bearers were Chief Engineer Dungan, Paymaster Goldsborough, Passed Assistant Surgeon Martin, Lieutenants Beehler and Hunker, and Passed Assistant Surgeon Steele.

The admiral's coxswain followed the bier with the admiral's flag wrapped with crape. Two companies of sailors, under command of Lieutenants Sebrée and Handy, with Lieutenant Calhoun as adjutant, came next, followed by the rest of the officers in inverse order according to rank, Governor Kerr and his council walking with our officers.

The whole population of Stanley joined in the funeral honors, and did their utmost to express their sympathy with us in our bereavement. While marching to the cemetery the band played a funeral march from Beethoven and "Flee as a Bird," and the battery on shore fired a salute of thirteen minute-guns. Reaching the cemetery, the marines formed in line on one side of the grave, with the sailors on the left, and the officers and citizens on the right, while the bishop read the sentences from the prayer-book. The casket was then removed from the bier and placed over the grave; the sword, hat, and flowers having been removed, it was solemnly lowered into the grave, while the band played a dirge and the marines presented arms. Chaplain Royce then said the committal service, and the bishop read the concluding prayers and pronounced the benediction. The marine guard then fired three volleys of musketry over the grave, and the funeral procession marched to the landing, and returned to the ship in boats in tow of the steam-launch.

The lot was kindly presented by His Excellency Governor T. Kerr, and is in the centre of the cemetery, on a hill overlooking

the harbor, directly opposite the anchorage. The grave is a solid structure of stone and brick built in the earth, while the casket rests in an outer case of two-inch ash. The grave is marked by a handsome wooden cross covered with copper, and bears the inscription,—

REAR-ADMIRAL JAMES H. SPOTTS, U.S.N.

Died March 9, 1882.

Aged 60 Years.

At sunset the admiral's flag was hoisted and saluted with thirteen guns, and then hauled down, and the long pennant of Captain A. W. Weaver was broken at the main.

#### A SQUADRON ORDER.

In consequence of the death of Rear-Admiral Spotts, Captain A. W. Weaver assumed command of the South Atlantic Station in the following general order :

Squadron Order } U. S. S. "BROOKLYN," STANLEY, FALKLAND ISLANDS,
No. 1. } March 13, 1882.

It has become my sad duty to announce to the squadron that the commander-in-chief, Rear-Admiral James H. Spotts, died of apoplexy on board this ship at this port at 10.41 P.M. on the 9th instant.

In accordance with United States Navy Regulations, page 32, paragraph 60, I have assumed command of the South Atlantic Station from that date, and shall exercise the power and authority of senior officer until officially notified of the arrival within the limits of the station of the officer duly appointed as commander-in-chief.

All orders and regulations relating to the squadron established by my predecessor will remain in force, excepting as they may hereafter be modified by me.

The officers composing the personal staff of the late commander-in-chief will cease to exercise their duties in accordance with United States Navy Regulations, page 35, paragraph 12.

A. W. WEAVER,

Captain Commanding, U. S. Naval Force,  
South Atlantic Station.

## CHAPTER III.

Departure from Port Stanley—The Gale off the Mouth of the River Plate—The first "General Liberty" for the Ship's Company—The Stupid Arrest of "Perfectly Sober" Liberty-men—The Successful Cruise of the "Marion"—Search and Rescue of Shipwrecked Seamen on Heard Island in the Antarctic Ocean—The "Pamperos"—The "Brooklyn" run into by Steamer "Mozart"—Courtesy of Uruguayan Authorities and other Men-of-War at Montevideo—The Assistance rendered to the burning American Bark "Jonathan Chase"—The "Brooklyn" Base-Ball Nine.

ON Monday, March 13, we fired a salute of seventeen guns, with the English flag at the fore, in honor of Governor T. Kerr's visit on March 9, the salute not having been fired at that time owing to the sudden illness of the admiral.

The divisions went ashore for target-practice with the Hotchkiss magazine-rifles and the Remington navy-pistol. The range was laid out on the side of the hill on the naval reservation, one hundred yards for the rifles and twenty-five yards for the Remington pistols at a single target. The practice is considered fair for the first time, the best score being made by John Winters, carpenter, belonging to the powder division, his score being perfect, three bull's-eyes.

At 10.7 A.M. on Tuesday, March 14, we got under way under steam and stood out of the harbor, and then shaped our course around the eastern end of Falkland Islands direct for Montevideo. We experienced very good weather from Stanley for the first four days, and the ship went along about nine knots per hour until the evening of the 18th, when we had a moderate gale from the southwest. The gale continued all that night and the next day, during which the ship lay to under fore storm-staysail, main trysail, and storm-mizzen on the starboard tack. The greatest roll

during the gale was fourteen degrees to windward and twenty-five to leeward.

The gale abated at sunrise on the 21st of March, and we then stood in for the anchorage off Montevideo. We anchored some distance below the city at 12.13 A.M. on the 22d, and then got under way again at 9 A.M. and proceeded up nearer the city, where we anchored at 9.45 A.M.

The mail came off during the afternoon, and a despatch was sent to the Secretary of the Navy announcing the death of the admiral. The despatch contained but fifteen words and cost thirteen pounds sterling, or four dollars and seven cents per word in Uruguayan money,—four dollars and twenty-two cents in United States coin. The despatch read:

SECRETARY NAVY, WASHINGTON:

Admiral Spotts died Stanley, Falkland Islands, March ninth. Apoplexy. Buried there.

WEAVER.

On Saturday, March 25, we got under way and stood down the river for target-practice, coming to anchor at 8.45 A.M. about nine miles below the city of Montevideo. The English flag-ship "Garnet" got under way about the same time, and also had target-practice during the day.

A regulation target was then sent out and anchored abreast of the ship. At 11.30 A.M. we went to general quarters and commenced to fire at the target. An exercise torpedo was also rigged out on the starboard forward torpedo-boom and duly exploded. We anchored in the afternoon, and ceased to drill at 3.42 P.M. We then remained at anchor all the next day, it being Sunday, and resumed the target-practice Monday morning. Improvised targets were sent out on each beam early Monday morning, March 27, about eleven hundred yards distant, and six rounds were fired from each gun. The starboard target was carried away by a shell from No. 6 gun, fired by H. E. Collyer, ordinary seaman.



The projectiles from the 8-inch rifle invariably struck very close to the target, and the accuracy of this gun inspired the greatest confidence. The 60-pounder breech-loading rifle was the most inaccurate of all. Five rounds were also fired from each of the four Hotchkiss revolving cannon.

At 10.55 A.M. we got under way, and returned to the anchorage off the city of Montevideo. Visits of courtesy were then received from H. B. M. S. "Garnet," the Brazilian steamer "Sete de Setembro," and the Italian flag-ship "Carracciolo."

We found considerable excitement on shore owing to some mal-treatment of Italian subjects by the Uruguayan police. The Italians demanded redress, and, after considerable diplomatic correspondence and a judicial investigation by the courts, the Uruguayan government agreed to pay twenty-five thousand francs to each of the two Italians—Volpi and Patroni—and to salute the Italian flag when the Italian legation was re-established. This salute of twenty-one guns was returned by the Italian flag-ship, gun for gun.

On Wednesday, March 29, forty-eight hours' liberty was given to the starboard watch. As this was the first "general liberty" granted since the ship went into commission, it of course occasioned considerable excitement among the men, and this excitement became so intense soon after their arrival on shore that the Uruguayan authorities found it necessary to invite several of the most demonstrative to the *cabildo*, where they were permitted to remain until they cooled off.

When the men finally got back to the ship, the events which had occurred during the "general liberty" were thoroughly discussed, and many wild and thrilling yarns were told. It was claimed that liberty-men had been assaulted in the streets by drunken citizens, robbed by hotel-keepers, insulted by policemen, and finally arrested and shoved in the "jug" without cause. Two marines had some trouble to find lodgings, and not being able to speak Spanish, tried to make their wants known by signs and ges-

tulations to a policeman. The stupid policeman fancied the men were going to strike him, and a row soon ensued, which culminated in the arrest of the marines by about six or eight policemen, who lodged them in the *cabildo* for several days.

One sailor found a coat lying in the street, about two o'clock in the morning, and thought he had found a prize, but was soon afterwards arrested for stealing. When his case came up in court, he explained to the court that he was from Ohio, and the judge promptly released him, recognizing the well-known fact that people in Ohio generally "take things," political offices included. The remainder of the ship went on liberty in smaller detachments, until finally every one in the ship had made the acquaintance of Montevideo.

#### OBITUARY.

William Brown, captain of the after-guard, died at 4.20 A.M., on April 13, of pneumonia, in the fifty-eighth year of his age. The deceased was born at Baton Rouge, Louisiana, and served in the navy for twenty-four years previous to this enlistment. He was a faithful man, spoke Spanish fluently, and was often called upon to act as interpreter. He stood high in the estimation of his shipmates, who were very anxious to express their sense of his death by contributing generously for his funeral expenses, thus providing a handsome black cloth casket. The funeral took place the next day, with the usual naval honors. A Roman Catholic priest conducted the services on board and also at the vault. The marine guard fired three volleys when the funeral escort left the ship under command of Lieutenant Handy. His remains were deposited in niche No. 39, second row, in the Central Cemetery, Montevideo, this niche being the property of the crew of the "Brooklyn."

THE RESCUE OF THE CREW OF THE AMERICAN BARK  
"TRINITY."

The bark "Trinity" sailed from New London for Heard Island June 1, 1880, having a crew of sixteen men all told. On June 25 she reached Fogo, one of the Cape de Verde Islands, where she shipped nineteen colored natives in addition to her crew. She reached Heard Island October 2, 1880. On October 17, while at anchor off the island, she dragged during a heavy northeast gale and went on the beach bows on. The crew succeeded in getting ashore without loss of life. The wind then shifted, and the bark was blown off the beach to seaward and never seen again. Some provisions had been thrown overboard before the ship went ashore, and the crew sustained themselves on these and sea-elephants' meat and sea-fowl for about fifteen months, but starvation was imminent when the "Marion" came to their rescue.

The "Marion" sailed from Montevideo for Heard Island on November 14, 1881, *via* Cape Town, Africa. She left Cape Town December 24, and arrived off Heard Island January 12, 1882.

The "Marion" discovered the crew of the "Trinity" about five p.m., January 12, at the foot of a mountain. Signals were made at once, and the crew kept up a bright bonfire during the night to prove that they were present. The next morning the "Marion" lowered her boats and brought off thirty of the crew. Three others were rescued the next day from the other end of the island, while two others—George Watson, carpenter, and Bernard Kelly, seaman—had died January 30, 1881, from exposure while hunting for food.

The "Marion" arrived at Cape Town February 20, 1882, and delivered the rescued crew of the "Trinity" to the American consul at that place.

Commander Silas Terry, commanding the "Marion," telegraphed his success to the Navy Department, and at New London, Connecticut, there was great rejoicing among the friends of the

rescued crew, who gave the "Marion" a great deal of well-deserved praise.

We saw a very interesting account in the *Cape Times* of Cape Town, Africa, of assistance rendered by the "Marion" in floating the English ship "Poonah," which was stranded in Table Bay. The sea was very high, and they had considerable difficulty in running the lines. The "Marion" parted her hawsers twice, but moved the ship about fifty feet in all, so that when the next tide rose the ship floated off and was saved from being a total wreck.

During March and April, 1882, the "Brooklyn" lay at anchor in the roadstead off Montevideo, where she rode out a number of the celebrated, but none the less unpleasant, "pamperos." The starboard sheet-anchor was let go three times, April 21 and 29, and May 6, and the last time it blew so heavy that it was found necessary to get up steam for fear that we might drag, as did almost every other vessel in the harbor.

The "pamperos" were certainly bad enough, but to crown our sum of misfortune the ship was rammed by the steamer "Mozart" at 7.10 P.M. on the 1st of May, and badly damaged. This collision was totally inexcusable. The ship was lying at anchor with ample room on all sides for passing vessels, while the evening was partially moonlit and the sea smooth. The "Mozart," of the Lamport & Holt Steamship Company, in charge of Captain Pym, had been at anchor near us during the day, and was coming out on her way to Buenos Ayres, when the officer of the deck, Lieutenant H. O. Handy, saw that she was coming dangerously near.

He hailed the steamer and warned her to keep clear, and at the same time told them to back the engines. His warning was not heeded, and the steamer came on until she struck the "Brooklyn" on the starboard quarter, abreast of the air-port of the third stateroom in the wardroom, crushing through the spare jib-boom, which was lashed alongside, and cutting the ship down through twenty-

two planks from the port-sill streak to about four feet below the water-line.

The force of the blow was very violent, and the crash as heard below was as if she would be cut in two. The officers and crew promptly came on deck,—it is believed none delayed getting up there,—and prompt measures were at once taken for the safety of the ship and crew. The “Mozart” backed out very soon after colliding, and the ship was at once heeled over to bring the starboard side out of water as far as possible. The starboard boats were all lowered, the starboard battery run in and shifted to port, and steam was ordered in the port boilers so as to be able to use the steam-pumps, if necessary, and also to still further increase the list to port.

The “Mozart” had about two thousand tons of freight, and the force with which she struck would have sunk any less staunch a ship. The damages were carefully examined the next morning by a board of survey, consisting of Chief Engineer W. W. Dungan, Lieutenant-Commander C. M. Anthony, and Carpenter J. S. Waltermeyer. From their examination it was found that the spare jib-boom saved the ship from total destruction. The ship was struck at an angle of forty-five degrees, and the shock was transmitted diagonally across from No. 3 state-room on the starboard side of the wardroom over to the forward part of the port steerage. This course was marked by broken and sprung timbers, while the open seams on the spar-deck and poop were further evidence of the severe strain to which the ship was subjected.

The barge was badly stove in and its forward davits broken; but the ship made no water, and the breach in the ship’s side was promptly closed by the energetic measures taken by Carpenter J. S. Waltermeyer and his gang of shipwrights, whose work deserves our highest commendation.

The captain of the “Mozart” acted very manly in acknowledging himself to blame and in asking if he could be of any assistance as soon as he collided, but this was not necessary; he then came

on board, but the only explanation he could give of his stupidity was that it was unintentional and that he thought he would pass clear astern. The "Mozart" did not sustain the least injury, having struck with her sharp straight stem. No persons were injured.

Boats, tugs, and steamers swarmed around the ship, and offers of assistance were most generously made by the authorities on shore and the Italian and British men-of-war. The Uruguayan government sent off two tugs to lay by the ship all night and render any assistance which might be needed, and also a government pilot in case it should be deemed practicable to go into the dry-dock.

The dry-dock owned by Cibils & Co. is a magnificent structure, but, unfortunately, the channel leading to it is shallow, narrow, and rock-bound. Some parties claimed that seventeen feet of water could be carried into the dock, and on the strength of this Captain Weaver began to take measures to lighten the ship to that draught. The ship's company at once commenced to discharge provisions and coal into the lighters, working night and day by watches for that purpose. The provisions were stored in the custom-house, and coal was sent in lighters. It was very tedious work to get the coal out of the after-bunker, because it all had to come up through the ash-shute, after being carried around and through the engine-room in buckets of one hundred pounds each.

Captain Weaver was not satisfied with the vague assertions concerning the depth of the channel leading to the dry-dock, and on Wednesday morning following he made a personal examination with Chief Engineer Dungan and Lieutenant-Commander Anthony as to the nature and depth of this channel, from which he found it to be impossible to take the ship into the dry-dock; and he, therefore, decided to go to Rio de Janeiro as soon as he could make the ship sea-worthy, and dock the ship there.

The carpenter and his gang closed the breach temporarily the

same night by the following means: the side was covered with tarred canvas, planked over by two-inch planks, which were calked and again covered with tarred canvas, and the whole sheathed over with three-inch pine.

Captain Amazega, of the Italian corvette "Carracciolo," was very courteous in offering his services, and when he heard that we would have to go to Rio he offered to convoy us there, and to be of any further assistance as might be necessary. The captain of H. B. M. S. "Rifleman" was also very courteous, and at the time of the collision he was about to get up steam and come out to our assistance, but found it was not necessary to do so.

The Italian corvette "Carracciolo" left here at ten A.M., May 11, for the Pacific. When she got under way she exchanged complimentary signals with us, and Captain Weaver signalled him a pleasant voyage.

#### THE BURNING OF THE "JONATHAN CHASE."

On the morning of May 9 the American bark "Jonathan Chase," Captain Costigan, lying off Montevideo, caught fire and was totally destroyed, notwithstanding the assistance rendered by the "Brooklyn."

The fire was first discovered by those on board about midnight. At the time her captain was on shore and the vessel was in charge of the first mate. The mate and crew did everything in their power to save the ship, but were unable to get the fire under control. As the greater portion of the cargo was made up of petroleum, glycerine, and kerosene, an explosion was feared, and consequently, at one A.M., the "Jonathan Chase" was abandoned by all hands.

The boats from the bark pulled in to the "Brooklyn" for refuge, and to ask if assistance could be rendered. This was the first that was known of the fire, the flames being invisible, as they were entirely confined below hatches.

As soon as the facts were reported to Captain Weaver, two cutters were immediately called away, and Lieutenant Calhoun and Midshipman Ripley volunteered to go in charge of the boats, board the bark, and make an attempt to save her. The crew of the bark were very much afraid of an explosion, and some of them would not return in the cutter and assist our men. The boats' crews, however, were not afraid of anything, and boarded the bark in spite of many warnings. First the deck-load of glycerine was hove overboard. The bark was then examined, and it was found that the fire had gained such headway that it was beyond control. A second time the bark was abandoned, but not until the ship's papers had been obtained, together with all the personal effects of the captain and crew.

Later, by request of Captain Costigan and by the consent of the port authorities, an attempt was made to sink the vessel and thereby save a portion of the cargo, which could easily be obtained afterwards by raising the hull. A howitzer was lowered into one of the cutters, and Midshipman Ripley volunteered to take charge. The attempt failed. Although several holes were blown through her sides, they were not far enough below the water-line to allow the water to flow in with sufficient rapidity to sink the vessel in time.

By eight A.M. it was blowing fresh; a pampero had set in and the sea was beginning to rise. About nine o'clock the bark was given up and left to her fate, it being too rough for a boat to lay alongside. Soon after Midshipman Ripley left the vessel her masts went by the board with all the rigging.

EXTRACT FROM THE "BUENOS AYRES HERALD."

"FROM OUR OWN CORRESPONDENT.

"MONTEVIDEO, May 5, 1882.

"TO THE EDITOR OF THE 'HERALD.'

"SIR,—In conversation with Captain Costigan, of the 'Jonathan Chase,' the other day, I was greatly pleased to hear him speak so



highly of several of the officers of the U. S. S. 'Brooklyn,' who assisted him during the terrible destruction of his vessel. He particularly mentioned Lieutenants Calhoun and Jackson, and Midshipman Ripley, who aided him and his officers and crew in saving their personal effects on board at considerable risk and trouble, and afterwards tendered him and his crew every assistance and condolence that lay in their power. This tribute, coming as it did from an experienced mariner, must be highly gratifying to those gentlemen who so nobly earned it, and I sincerely hope that the copy of the *Herald* with this Montevidean letter in it will find its way on to the table of the Secretary of the Navy at Washington. Gallant conduct, such as shown by those gentlemen on the morning of the 9th instant, is deserving of all praise and publicity, and I hope that they will live to prosper in the noble profession they have chosen."

The "Jonathan Chase" was from New York bound for Valparaiso, and had put into Montevideo to repair her rudder and mizzen-mast. Part of the cargo had been landed for these repairs, which was thus fortunately saved. The ship and cargo were only partially insured. Captain Costigan lost nearly all his savings by this dreadful disaster.

#### BASE-BALL.

The "Brooklyn" base-ball nine, composed of the officers and apprentices of the "Brooklyn," was organized on April 1, and considerable interest was taken in this sport. The manager of the English Cricket Club having kindly tendered the use of the grounds, a practice game was played there April 28, in which the boys came out second best. It was then decided to hold a match game May 1, and a number of ladies and gentlemen were invited, about fifty attending. The officers appeared in white caps, leggings, and shirts, and blue pants; the boys in blue. Both sides played ten men. The game commenced at about 2.30 P.M. The boys won

the toss and sent the officers to the bat. The boys had reorganized their nine and appeared to better advantage, and their new pitcher, McCabe, puzzled for a while the heavy batters among the officers, several of them striking and fouling out, and they found that they had to be very careful in running bases, McCabe kept such a sharp lookout on them. Nothing of particular interest occurred in the first three innings, in which the officers slightly led. In the fourth inning the game commenced to be interesting, as the boys made three runs and tied the score. In the sixth and seventh innings the officers got on to McCabe's pitching, several two- and three-baggers and single-base hits being made, which gave the fielders plenty of exercise. Eleven runs were the result of these two innings. This settled the game, as the boys seemed to be discouraged, and only added one run more to their score. At five P.M., owing to the lateness of the hour, game was called, the score standing twenty to nine in favor of the officers. Lieutenant Calhoun and Passed Assistant Surgeon Steele excelled at the bat, the former making a beautiful drive to centre field for three bases. Lieutenant Hunker also made a pretty three-bagger. The boys were weak at the bat, not being able to gauge Mr. Goldsborough's delivery. On the part of the officers, Lieutenants Calhoun and Hunker and Cadet-Engineer Beach excelled in the field, the former making two beautiful and difficult foul catches, one after a hard run and the other after falling on his back. Mr. Beach's play at first base was all that could be desired. Wright excelled in the field on the part of the boys, both as first baseman and afterwards as catcher, and caught McCabe's swift delivery manfully. Allen caught well in the first part of the game, but had to retire to short stop on account of injuring a finger. Lieutenant Beehler filled the position of umpire very satisfactorily, and pluckily received several hot balls on his feet and arms.

## OFFICERS.

Names and Position.	T. B.	1 B.	R.	O.
Lt. G. A. Calhoun, c. & s. s. . . .	5	3	3	1
Lt. J. J. Hunker, s. s. & c. . . .	5	1	3	1
P. A. Surg. J. M. Steele, l. f. . . .	5	3	2	3
2d Lt. S. L. Jackson, r. s. s. . . .	5	0	1	3
A. Eng. S. H. Leonard, 2d b. . . .	5	2	3	2
Mid'n J. B. Cahoon, 3d b. . . .	5	0	0	4
Cadet-Mid'n G. E. Perry, c. f. . . .	5	0	2	2
Cadet-Eng. R. J. Beach, 1st b. . . .	3	1	2	1
Pay-Clerk Goldsborough, p. . . .	4	0	2	2
Lt. H. O. Handy, r. f. . . .	4	1	2	2

## APPRENTICE-BOYS.

Names and Position.	T. B.	1 B.	R.	O.
John McCabe, p. . . .	4	0	1	2
C. B. Allen, c. & s. s. . . .	4	0	0	3
R. M. Wright, 1st b. & c. . . .	4	1	1	2
C. P. Gibbons, 2d b. & 1st b. . . .	4	0	0	3
G. A. Benezech, s. s. & 2d b. . . .	3	0	0	2
W. H. Knoblesdorf, 3d b. . . .	3	0	1	2
J. F. Spolders, c. f. . . .	3	0	1	2
B. H. Bryan, l. f. . . .	3	1	2	1
P. Burkhard, r. f. . . .	4	0	2	2
P. A. Patti, r. s. s. . . .	3	0	1	2

## SCORE BY INNINGS.

	1	2	3	4	5	6	7	T.
Officers . . . . .	1	4	2	1	1	4	7	20
Apprentice-boys . . . . .	1	3	1	3	0	0	1	9

Three-base hits, Lieutenants Calhoun and Hunker; two-base hits, Passed Assistant Surgeon Steele (2), Assistant Engineer Leonard, and Cadet-Engineer Beach. Umpire, Lieutenant Wm. H. Beehler.

## CHAPTER IV.

The Arrival of the "Essex" and "Marion" at Montevideo—Closing the Breach made by the "Mozart"—Departure for Rio de Janeiro—The Death of Henry Jones, Boatswain's Mate—The Burial at Sea—Obituary Notices—Description of the Voyage and Arrival at Rio—Rear-Admiral and Mrs. Crosby arrive at Rio, and the Admiral assumes Command of the South Atlantic Squadron—The Feast of Corpus Christi at Rio—Preparations for entering the Dry-dock—The Presentation of the Admiral and Officers to His Majesty Dom Pedro and the Empress—Lieutenant Beehler's Experiments with the Electric Lights—Brilliant Illumination of the Ship in the Dry-dock.

THE U. S. S. "Essex" arrived from Cape Palmas, Africa, on May 16, and brought us a mail from the United States sent shortly after we left, last December. The "Essex" was boarded as soon as the health officer made his visit, and the first boat took her mail, which had been gradually accumulating at Montevideo, and a supply of fresh provisions for the wardroom officers, thoughtfully sent by the wardroom officers of this ship. The "Essex" had been forty-one days at sea, and the officers hailed the sight of these fresh provisions with the greatest delight. She was *en route* to the Pacific *via* Magellan Straits, and intended to remain at Montevideo about four weeks. May 18 we had some practice with Very's night signals with the "Essex," which was highly satisfactory, and proved these signals to be very much superior to the Coston signals formerly in use in our service.

The U. S. S. "Marion" arrived in port at 9.30 P.M. on May 22 from the Cape of Good Hope, having been highly successful in her mission to the rescue of the shipwrecked crew of the bark "Trinity." The "Marion" left the rescued crew at Cape of Good Hope, where they were sent home by the American consul.

The carpenters completed on May 23 the temporary repairs of the damages caused by the "Mozart" on May 1, and the work reflects great credit on our carpenter, Mr. J. S. Waltemeyer, and his efficient gang of mates. The patch looked very well, and at a little distance it was difficult to discern the exact whereabouts of the breach. The barge's forward davit was not replaced, however, and we were thus obliged to hoist the barge and third cutter on deck in the gangways. The whale-boat was hoisted at the third cutter's davits so as to be available as a life-boat at sea.

The breach itself was repaired by bolting heavy pieces of oak, sixteen feet long, eight inches wide, and four inches thick, on both the frames on either side of the broken frame, and further strengthened by long straps of pine, thirty feet long by eight inches wide and three inches thick. The five straps ran up at regular intervals between the port-sill streak and water-line. The spar-deck was also calked, and abutting pieces were placed in the third state-room in the wardroom to brace the weakened side from inboard.

Lieutenant C. B. Gill received orders on May 17, by which he was detached from this ship with permission to proceed to his home at his own expense, with the understanding that his resignation would be accepted upon his arrival there. He was very homesick, and lost no time in leaving after receiving his orders. He left Montevideo in the French mail steamer "Dom Pedro" for Rio de Janeiro, and there took the Lamport & Holt steamer of May 25 for New York, where he probably arrived June 15.

The following men were transferred to the "Marion" on the 23d ult., they having been detailed for the "Marion" prior to our sailing from New York: Valentine Blanchard, finisher; W. G. Caldwell and William Slavin, landsmen; Thomas Russell, J. Innis, J. J. Dougherty, Dennis Feeney, A. S. Clawson, and Alphonse Veys, marines.

We got under way at noon, May 24, and proceeded to Rio. In

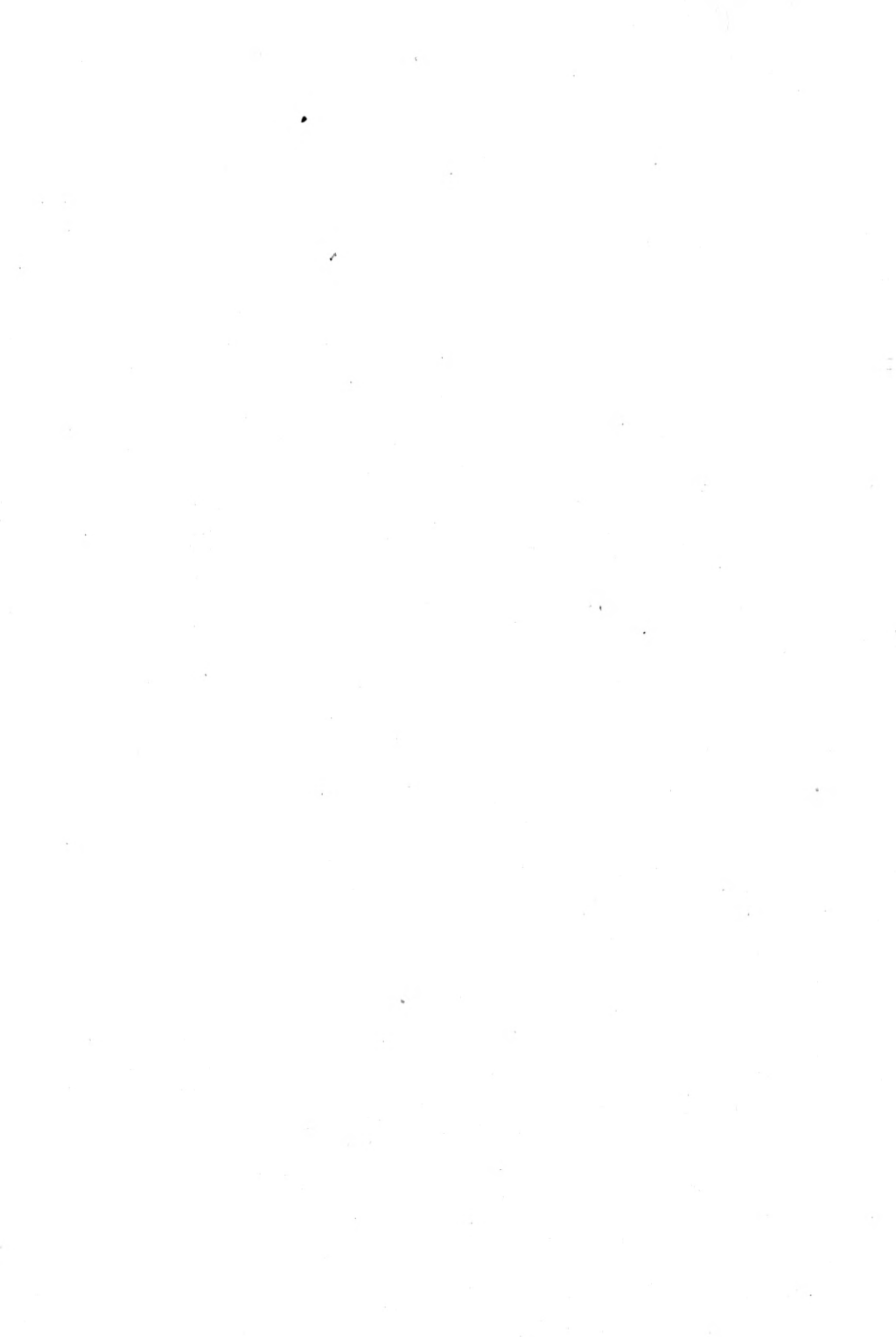
heaving up our starboard anchor, the chain cable was strained so much in breaking the anchor out of the mud that the third link from the club-link opened out, and parted just before it was high enough to hook the cat. An effort was made to hook the cat before the chain parted, but it gave way too soon, and the anchor dropped down into the mud beyond much hope of recovery. We proceeded on our course to Rio under steam, with clear and pleasant weather and light head-winds.

Henry Jones, boatswain's mate, died of pneumonia at 10.45 A.M., May 25, after an illness of five days. All hands were called to "bury the dead" at 4.45 P.M., and assembled as for muster on the quarter-deck. Chaplain Royce conducted the service according to the ritual of the Episcopal Church. The remains were carried aft in procession, headed by the chaplain, and followed by the band, six of the messmates of the deceased acting as pallbearers. The remains were laid out in a hammock, with a nine-inch shot at the foot, and were carried on a bier to the starboard side of the break of the poop-deck, where they were committed to the deep in the hope of the final resurrection when the sea shall give up its dead in the end of time. The marines fired three volleys over the sea, the engines were started ahead, and we went on our way.

May 30 the wind changed and came out from the southwest, when we made sail and banked fires, but the next morning the wind came out ahead again, and we spread fires and took in sail. We then experienced quite a heavy sea, and it was evident that we had escaped a "pampero." At 7.35 P.M. the officer of the deck gave a false alarm of "man overboard," which completely sold the ship's company. The life-boat's crew of the watch rushed aft to lower the life-boat, and the whole exercise was carried out as if one of our number had really fallen overboard, and not a few excitedly asked, "Who is it?" and, "Why don't they hurry up?" every second of time seeming to be an age in



THE ENTRANCE TO RIO DE JANEIRO.





the anxiety. Later on the same evening we went to general quarters, and had a brush with an imaginary enemy.

At 8.30 A.M., May 31, we sighted Raza Island light-house, and soon passed in among the beautiful islands outlying the bay of Rio de Janeiro. At ten A.M., while all hands were on deck drinking in the beautiful scenery, and endeavoring to decipher "Lord Hood's" nose and toes, said to be delineated by the top of the range of hills tending southward from the harbor's entrance, the revelry was suddenly disturbed by the ominous rattling roar of chain running out from the starboard bow. The engines were stopped immediately, and the chain soon brought up by the compressors. It was subsequently ascertained that the starboard sheet-anchor was secured by a defective iron link, and endeavored to seek the company of its lost mate at the bottom of the sea. The chain was then taken to the capstan and the anchor duly recovered.

At noon we passed the renowned Sugar-Loaf, and at 12.30 P.M. we came to anchor in the harbor of Rio de Janeiro. The ship was then visited by the health officers and given *pratique*. We also learnt that Rio has been exceptionally healthy for the past year, the last summer having been the most favorable season known for a whole decade. We then saluted the Brazilian flag with twenty-one guns, which were duly returned by the fort, and exchanged the usual visits of courtesy with the authorities.

The following invalids were surveyed by the medical officers, and sent to the United States Naval Hospital at New York on the steamer "Biela," which left at nine A.M., Sunday, June 4: Richard Burke, blacksmith; W. H. Ingraham, seaman; George Abbott, apprentice-boy; James Sweeney and Murdick McKay, marine privates.

Michael Craig, captain of the hold, was transferred to the hospital on shore at his own request, being too ill to make the journey to New York. He died subsequently, Sunday morning, June 11, after very long and painful suffering with Bright's disease.

At sunset, Thursday, June 8, the Pacific Steam Navigation Company's steamer "Araucania" arrived in port, with Rear-Admiral and Mrs. Pierce Crosby and Lieutenant Adolph Marix as passengers. Captain Weaver called on the admiral the same evening, and the next day he formally assumed command of the United States naval force on the South Atlantic Station.

At ten A.M., Friday, June 9, Rear-Admiral Pierce Crosby came on board, and was received with the crew at quarters on the port side of the spar-deck, and the officers in full-dress uniform on the quarter-deck. The usual ceremonies of introduction then took place, the marine guard presented arms, and a salute of thirteen guns was fired as the admiral's flag was hoisted at the mizzen, and the long pennant hauled down from the main. It was raining all day, and the customary inspection was therefore omitted.

The admiral assumed command in the following squadron order :

Squadron Order } No. 1.	U. S. F. S. "BROOKLYN," RIO DE JANEIRO, BRAZIL, June 9, 1882.
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By direction of the Honorable Secretary of the Navy, I have this day assumed command of the United States naval force on the South Atlantic Station.

All Squadron Orders now in force will remain so until otherwise directed.

PIERCE CROSBY,

Rear-Admiral Commanding, U. S. Naval Force,  
on the South Atlantic Station.

On June 14 he announced his staff in Squadron Order No. 2, as follows :

Squadron Order } No. 2.	U. S. F. S. "BROOKLYN," RIO DE JANEIRO, BRAZIL, June 14, 1882.
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The following officers will compose my staff :

Captain A. W. Weaver, chief of staff.

GENERAL STAFF.

Medical Inspector C. H. Burbank, fleet surgeon.

Chief Engineer W. W. Dungan, fleet engineer.

Paymaster W. Goldsborough, fleet paymaster.

Captain E. P. Meeker, fleet marine officer.

PERSONAL STAFF.

Lieutenant A. Marix, senior aide and secretary.

Midshipman C. S. Ripley, aide.

Midshipman Thomas Snowden, aide.

PIERCE CROSBY,

Rear-Admiral Commanding, U. S. Naval Force,  
on the South Atlantic Station.

Sunday, June 11, the officers were invited to a grand ball, given by the Chamber of Commerce of Rio to the distinguished Admiral Baron de Amazone, in commemoration of the Brazilian naval victory at Riachuelo in the Paraguayan war on June 11, 1865.

Preparations were made for thoroughly repairing the ship. The captain inspected the various docks, and sealed proposals were received from the principal firms in Rio for the work. The contract was awarded to Mr. Paul Taves, an American ship-builder, whose bid was several thousand dollars less than any of the others.

The following order was issued as a sanitary precaution during the stay of the "Brooklyn" in this harbor:

U. S. S. "BROOKLYN," 2D RATE, RIO DE JANEIRO, BRAZIL,  
May 31, 1882.

The officers and men of this ship are earnestly enjoined to use every possible sanitary precaution to prevent infection during the stay of the ship at this port.

To this end all articles received on board will be carefully inspected by the officer of the deck. One of the medical officers will inspect the humboats; and unripe fruit, pineapples, and whatever else may be deemed unfit or injurious, will not be allowed on board.

No stores will be permitted to be received in sealed boxes. The straw packings are especially prohibited. The market stores will only be allowed to be received in baskets belonging to the ship, not in bags.

Awnings will be housed daily at sunset, and no one will be allowed to sleep on deck exposed to the dew. The hot sun of the day and dews at night must be avoided by all.

A. W. WEAVER,  
Captain Commanding.

## THE FEAST OF CORPUS CHRISTI.

Wednesday, June 8, this festival of the Roman Catholic Church was celebrated with peculiar ceremony in Rio de Janeiro. The men-of-war dressed ship in honor of the day, in which we joined at the request of the Brazilian commodore, with the Brazilian flag at the main and the American flag at the other mast-heads. Captain Weaver and a number of officers went ashore to witness the pageant there. The streets were packed with crowds of people in holiday attire. A regiment of Brazilian infantry was drawn up in line on the plaza in front of the imperial cathedral, and it was with considerable difficulty that one could wedge through the crowd to some convenient point of view. The emperor went to the cathedral about ten A.M. and participated in the religious services. About noon groups of monks and clergy appeared in the vicinity of the cathedral, preparing to form procession, which was frequently done at false alarms of the emperor's coming. At two P.M., however, four volleys from the regiment of infantry announced the appearance of the emperor, when the bells commenced to ring, and salutes were fired from the forts and shipping.

This remarkable procession consisted of several church societies bearing banners, silvered staves with flowers and crosses and candles in advance, then came a body of monks, about sixteen in all, bareheaded, and each bearing a candle, some of which were lighted, but it was very difficult to keep them burning in the open air.

The monks were followed by a dozen or more priests in sacramental robes, and these by bishops and higher dignitaries of the church in their official dress. Then came the canopy and the host carried by the archbishop, elevated as at the celebration of mass in church. This canopy was held over the host by the emperor, his son-in-law, Comte d'Eu, and the four ministers of state, war, marine, and agriculture. This canopy was woven of gold and white silk, and supported on six ecclesiastically carved staves ten

feet long, each one of the above distinguished men carrying a stave.

The municipal officers followed the imperial party with the host, and then came the regimental band, and an immense corps of buglers immediately heading the regiment of infantry. The emperor, priests, and soldiers were all bareheaded, and walked through the streets at snail's pace, while the crowd surged in on all sides, and frequently blocked the procession, not the slightest effort being made to keep the streets clear.

The emperor looked very well, and bore up under this ordeal very bravely. It took them about three hours to pass through about two miles of the principal streets in Rio. The imperial crown did not seem so attractive under these circumstances. The people in the streets were very respectful, and everybody uncovered as the procession moved by.

This regiment of infantry is composed almost entirely of Brazilian Indians from the interior; but they did not evince a very high state of discipline in their march by half-company front. The "Brooklyn's" battalion would certainly appear to very much better advantage, even with their rare opportunities for marching.

One of the principal features of the procession seemed to be in the noise. The band would frequently be obliged to stop for wind, but the extraordinary corps of buglers were equal to the emergency, and kept up the racket incessantly, relieving each other from time to time.

#### OBITUARY.

##### HENRY JONES.

Henry Jones, boatswain's mate, died on board this ship, of pneumonia, after an illness of five days, as stated elsewhere. He was born in Belfast, Ireland, September, 1823, and served in the navy for about eighteen years. Jones enlisted in the Fifty-second Regiment, New York State Volunteers, August 24, 1863, as a private, and was transferred to the navy April 28, 1864, from the camp near Strasburg, Virginia. He was discharged from the

U. S. S. "Chickopee," Commander W. F. Spicer, as quarter-gunner, April 26, 1866, after which he served three years more in the navy, and was discharged from the U. S. S. "Pensacola," Captain G. H. Preble, September 30, 1869. He continued his naval career, and served out another enlistment, for which he received an honorable discharge December 19, 1872, as quartermaster from Captain Bancroft Gherrardi, U. S. R. S. "Independence," Mare Island, California. He received another discharge July 14, 1875, as quartermaster of the "Independence." His next cruise was in the "Tennessee" in China from 1875 to 1878, during which he received a continuous-service certificate and a good-conduct badge. From 1878 to 1881 he served in the U. S. R. S. "Colorado," "New Hampshire," and "Standish," during which he received a second good-conduct badge. He enlisted for the last time September 22, 1881, at New York, and served until his death. He leaves no relations, but his monument of honorable-discharge certificates and good-conduct badges have been forwarded to the Navy Department, where they will be preserved with the memorials of the rest of our country's faithful servants.

#### MICHAEL CRAIG.

Michael Craig, captain of the hold, died in the hospital at this port June 11. While Craig's service in the navy does not cover so many years of continuous service as Jones's, yet his first entry dates back to an earlier period,—the Mexican war, when the brilliant exploits of the American navy were still fresh in the minds of the people from the war of 1812. He served on the U. S. S. "Congress" from 1845 to 1849, and the engagements that ship took part in during that period entitled Craig to be a member of the New York Associated Mexican War Veterans, a silver medal of which association he had in his possession at his death, the reverse side of which contains the name of deceased, ship, and years he served. The face of this medal has inscribed upon it the distinguished names of Scott, Perry, and Taylor, and

the battles of that war. The deceased leaves nothing behind to show that he served in the navy again until 1877. September 17 of that year he was honorably discharged from the "Richmond," Captain John J. Reed, as captain of the hold. He was in the service again as seaman on the "Saratoga," Commander R. D. Evans, and honorably discharged November 13, 1880. He was born in Donegal, Ireland, February 2, 1824, and consequently at the time of his death was in his fifty-ninth year. His last enlistment was December 20, 1880, on the "Colorado," at New York, and was serving out the remainder of his time on this ship. The deceased made Brooklyn his home. The only relatives Craig had known to be living are a sister and two nieces in Ireland. The remains were interred in San Juan de Baptiste Cemetery, Rio de Janeiro.

On the 22d the "Brooklyn" was towed up to the inner harbor off Finney, Kemp & Co.'s dry-dock, for convenience in making the repairs preliminary to docking. The ammunition was removed to the Brazilian arsenal just before our departure, and since then the ship has been defenceless, and will remain so for some weeks to come. Before this, however, we had the pleasure of a visit from our Minister Plenipotentiary, Ex-Governor Thomas A. Osborne, of Kansas, a typical American and one whom we all felt glad to honor; when he left us we gave him a salute of seventeen guns.

The workmen in charge of the contractor, Mr. Paul Taves, commenced work on the ship's side on Friday, June 23. They tore down the bulkheads in the starboard steerage and the first six rooms on the starboard side of the wardroom. All the line officers, excepting Lieutenants Calhoun and Hunker, were thus deprived of quarters. Three of our energetic lieutenants then occupied the admiral's cabin in lieu of other tenant, the admiral having kindly offered it to them as a dormitory. The transoms in the cabin are all about the same size, and owing to the great range in the length of the lieutenants it was a difficult matter to

appropriate the space to suit, but they always had a "handy sebrees," which was some comfort.

A great many of the discomforts were removed, however, by the kind consideration and gentlemanly courtesy of the more fortunate members of the mess, who then took in their homeless shipmates and allowed them the use of their state-rooms. This evinced such a happy state of affairs that all treated the inconveniences to which they had been subjected as a huge joke, and made the best of it in the most philosophical manner.

The workmen surprised us very much by their peculiar hours. They commence work at seven and stop from nine to 9.30 for breakfast, after which they work steadily until four, when they go home to dinner. This gives eight and a half hours for a day's labor, and for a tropical clime the arrangement is much better than our system of mid-day dinners. They deserve a great deal of credit for their excellent work, which is far superior to what we had imagined it would be. The din of hammers was a great annoyance, and all wished for the time when we should be in proper shape once more; but this seemed to be very remote owing to the frequent number of holidays and feast-days, during which they won't work, although they would not object to working on Sundays if we did not.

The officers were invited to the athletic sports of the English Regatta Club on June 30. These sports consisted of running and walking races something on the style of the Olympian games. Their majesties the emperor and empress were present, and the races were very good. Cadet-Engineer W. S. Smith took part in one of the running races, but as he had had no opportunity to train he failed to get a prize.

Monday, July 3, Admiral Crosby, Dr. Burbank, Chief Engineer Dungan, Paymaster Goldsborough, Lieutenant-Commander Anthony, and Lieutenant Marix went on a leave of absence to visit Petropolis. This a town of six thousand inhabitants. It is chiefly a German settlement, and is noted for being the summer



residence of the imperial family. It is about sixty miles from Rio and has a comparatively cool climate, being three thousand feet above the sea. Four large mountain streams run into the town through beautiful canals in every street. Nearly all the foreign ministers and diplomats make it their home. Our officers were entertained by our minister, Paymaster Wight (who has charge of the United States naval depot at Rio), the English representative, and Mr. Morton, the agent of the Lamport & Holt Steamship Company. There are a number of very handsome estates, beautifully laid out with all that wealth and tropical luxuriance can do. Such a place baffles description, and from all accounts must be a perfect fairy-land. Our party returned the latter part of the same week, and brought the most glowing accounts of their visit and of their hospitable reception by the people at Petropolis. Their enthusiastic description of the beautiful scenery, coupled with their praises of their hosts, make quite a refreshing feature in the cruise.

On the Fourth of July we dressed ship with the American flag at each mast-head and the jack, while the Brazilian men-of-war, H. B. M. S. "Swiftsure," and nearly all the merchant vessels in the harbor followed our example. At noon the Brazilian fort at Bota Fogo and the "Swiftsure" fired a salute of twenty-one guns, which we were unable to return because we had no powder. This act was a very graceful one on the part of the English ironclad, since her commanding officer had been informed that we could not return any salutes. Visits of courtesy were also exchanged between the officers of this ship and the "Swiftsure."

On Saturday, July 8, the following officers went with Rear-Admiral Crosby to be presented to the emperor at the imperial palace of Sao Christavoa: Captain A. W. Weaver, Medical Inspector C. H. Burbank, Chief Engineer W. W. Dungan, Paymaster W. Goldsborough, Passed Assistant Surgeon H. M. Martin, Lieutenants U. Seabee, A. Marix, W. H. Beehler, G. A. Calhoun, and J. J. Hunker, and Midshipmen Ripley and Snowden.

The party left the ship in full-dress uniform, with four marines in full-dress with the new white helmet. At the landing they took carriages to the United States Legation, where they met His Excellency the United States Minister Plenipotentiary and Envoy Extraordinary, Ex-Governor Thomas A. Osborne, with his secretary, H. J. White. They had to wait at the legation for some time, the hour for the reception having been changed to seven P.M. It was one hour's drive to the palace from the legation, and this gave the party an opportunity to judge of the size of Rio, as the route was from one end of the city to the other. The marines rode with the liveried drivers, and attracted a great deal of notice as the four carriages rapidly passed through the streets. The palace is a large white rectangular building with a central dome, and fronts the bay west of the city. The grounds in front did not appear to be kept as a park, though the road led through the two gates about five hundred feet apart. Several officers of the palace met the party at the entrance and ushered them into the diplomatic reception-room. This room is handsomely upholstered with red brocaded silk tapestry. A large life-size painting covers one wall, representing the present emperor when a young man in full court dress, which he wears on state occasions. The mantel ornaments were of beaten brass, massive and very handsome. The mirror candelabra and chandelier in the centre were in harmony with these ornaments, the room being illuminated by candles instead of gas. The chairs and sofas were elaborately carved and ornamented with the imperial coat of arms, the only exceptional article being a small Japanese table in the centre. The room adjoins the throne-room, and is where the foreign ministers usually wait before presenting their credentials to the emperor on his throne.

The officers ranged themselves in line and waited for the emperor, who came in at 7.15 P.M. dressed in the uniform of a marshal of the empire. The first lord chamberlain and two other court officers accompanied his majesty, but stood in the door-way

during the reception. The emperor shook hands very cordially with Governor Osborne, and was then introduced to the admiral and the rest of the officers as his staff. The emperor expressed himself as delighted to see them, and regretted that he did not have the pleasure of holding the reception on the Fourth of July. He inquired about the ship, the health of the officers and crew, and incidentally mentioned the fact that he had once been entertained on board the "Brooklyn" when Admiral Godon had command. He referred to his visit to the United States and praised the United States Naval Academy. He also inquired for Commodore Simpson, and spoke eulogistically of Rear-Admiral John Rodgers, of whose death he had just heard. He held quite a long conversation with the admiral and Captain Weaver, while the rest of the officers simply stood by and looked on. The emperor then turned to Governor Osborne, and shortly afterwards bowed and left the room.

The first lord chamberlain then conducted them to the other wing of the palace, where they were presented to the empress, who stood in the centre of her reception-room and received by a general introduction. The first lady-in-waiting stood to the left and rear of her majesty during the reception. Her majesty spoke in French and asked a few general questions about the ship and the cruise. The officers then bowed and backed out of the room, returned to their carriages, and then rode back to the landing. The emperor afterwards said he was much pleased with this reception, and highly commended the fine appearance of the officers, and was especially glad to have had the pleasure of seeing so many of them.

Tuesday morning, July 11, preparations were made to dock the ship, but a thick fog set in and delayed this until noon. A tug towed the ship to the dock, and lines were then run out by which she was hauled in and centred on the blocks. The caisson was then placed in position and the ship docked in the usual manner, and finally secured at 3.15 P.M.

Lieutenant Beehler then commenced to rig the ship with the Weston system of electric lights. This consisted of ten lamps, one being suspended from the ends of each of the lower yard-arms, one at the end of the flying-jib-boom, one under the poop, one in the machine-shop by the generator, and one in the alley leading to the dock. It was dark, however, before the circuit could be tested, and, after one or two trials, the exhibition was postponed.

The next evening, however, the effect of the light was exceedingly beautiful. Each lamp gave a light of two thousand candle-power, and made a brilliant illumination in the dock-yard and vicinity. About 8.30 P.M., while hoisting the lamp on the star-board cross-jack yard, the lamp-frame got loose and made contact with the fine wire in the feeding mechanism, which fused it and burnt a hole in the casing. The machine was stopped at once and the circuit examined, but the fault was not discovered until the next day. The machine was started again, however, but the break disabled the machine, and further efforts had to be postponed until the next day. The admiral and Mrs. Crosby were present, and a great crowd of people thronged into the dock-yard. These people were very noisy, and their presence interfered so seriously with the discipline of the ship that the admiral directed the exhibition to be discontinued. The damages were repaired the next day, and at four A.M. the lights were started again and worked well. Midshipman Cahoon and the armorer, Charles Kelsey, rendered very valuable assistance with the electric light.

While in the dock the copper on the ship's bottom was found in a dreadful condition, being worn through in one hundred and forty-three sheets, while a few worms were also found in the planking. The copper was patched up; but it was probable that the ship would have to be docked again in a year or so, unless she should be ordered home.

The ship came out of the dock at noon July 15, and was towed to the former anchorage.

The health of the officers and crew has been exceptionally good, the sick list out of the whole ship's company of three hundred and fifty people only averaging five during July, 1882.

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## CHAPTER V.

First Organization of the "Brooklyn" Minstrels on the Fourth of July—The French Fête of the Storming of the Bastille—Gallant Conduct of Robert Allen and Edward Kenny in Rescuing their Shipmates—The United States Naval Depot at Rio de Janeiro—The Hospitality of the People at Rio—The Grand Minstrel Entertainment—Programme of the Performance—Full Description of the Entertainment.

THE Fourth of July was a disagreeable, rainy day, and it seemed as if there were not the slightest chance for any patriotic excitement to celebrate it. Visions of mass-meetings at a country picnic, the militia parade, stump-speeches, and extraordinary flow of beer aggravated our condition, and finally roused "all hands" to a final effort, which resulted in the permanent organization of the "Brooklyn" Minstrels.

The apprentices started the ball by asking for boats for races, but the weather preventing made it necessary to try something more feasible. Lieutenant Beehler canvassed around among the boys to induce them to start a circus, a show, or something, but the boys all fought shy, and finally backed out altogether. He then appealed to the men, and with the assistance of Cadet-Engineer Beach organized an impromptu entertainment, which proved to be a great success. The following is the programme, neatly printed copies of which were distributed around among the ship's company just before the performance:

OVERTURE . . . . .	By the Orchestra
SONG, "Little Sister's Gone to Sleep" . . . . .	John Looby and Company
JIG, "Footprints in the Sand" . . . . .	J. McCann
CHARACTER SONG, "The Don of the Club" . . . . .	Robert Allen

## SKETCH, OBEYING ORDERS.

General Ramrod . . . . .	J. Murphy
Private Mulcahy . . . . .	R. Allen
Sarah Bernheart . . . . .	J. Looby

Clog Dance . . . . .	J. McCann
SONG, "The Boy from Munster". . . . .	J. Kenny

## SKETCH, THE COAL-HEAVERS' REVENGE.

Doctor . . . . .	William Jarrard
Pat Moriarity, Coal-Heaver . . . . .	John McCabe
Mike McGinniss, Second Coal-Heaver . . . . .	J. Looby

SONG, "Hungry Army" . . . . .	J. Looby, R. Allen
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A stage was laid out on the berth-deck, just forward of the foremast and abaft the steam capstan. Candles with reflectors were arranged along the deck and served very well for foot-lights, while a nicely-painted scene was hung up as a background for the performance. The entire ship's company with all the officers on board gathered on the berth-deck, the men sitting on capstan-bars and deck-buckets, while the officers had their chairs and camp-stools in the rear.

Promptly at eight P.M. the band struck up the march from "Boccaccio," and the hush of expectation went round through the audience. John Looby then came out and sang "Little Sister's Gone to Sleep," the chorus being behind the scenes, which made the piece very effective.

McCann's dancing was very fine. His graceful tread realized in a striking sense the beauty of a true Irish jig and brought out the heartiest encores. McCann deserves the greatest credit not

only for the real merit of his performance, but for his hearty co-operation in getting up the entertainment, while others were rather indifferent.

Robert Allen in his character song of "The Don of the Club" elicited loud applause and was obliged to repeat his song. Allen has a fair voice, but excels in his acting. He wore a long ulster and dandy cap, and made a very presentable swell.

The sketch "Obeying Orders" was very fairly presented, and had there been time the piece could have been polished up somewhat, and what was simply pleasing would have been exceedingly good. The same criticism applies to the other sketch, "The Coal-Heavers' Revenge." The Doctor, William Jarrard, sustained his part admirably, and McCabe interpreted the Irish coal-heaver to perfection. The chief thing lacking being appropriate dresses and stage appointments, which could not be otherwise for a first performance gotten up at three hours' notice.

J. Kenny did not appear on time for his song; he was on post as a sentry and, unfortunately, had a tardy relief. A. B. Morton came to the rescue, and gave a capital substitute in a character song, "I'm so Awfully Clevah." The song was very good, a great deal being improvised for the occasion. A mere copy of the words would fail to convey any idea of the character. He was vociferously encored, and amused the audience immensely at his cool self-possession and perfect ease with which he enacted the part of the heavy swell.

Looby and Allen sang the song of the "Hungry Army" fairly, but it lacked rehearsal, though it pleased the audience. It would be difficult to imagine a better-satisfied audience than this which cheered the performers. They seemed spell-bound, and when the programme was exhausted, about 9.15 P.M., they sat like the boy in "Oliver Twist" and wanted more. The band then struck up "Home, Sweet Home," and broke the spell by reminding all hands that it was late and high time to "pipe down hammocks." Great credit is due to the efficient service of the sheriff,—John Taylor,

—who with his deputies preserved perfect order and added a great deal to the enjoyment of the evening.

#### LA FÊTE NATIONAL.

The 14th of July is the national fête day of the French republic, and commemorates the taking of the Bastille. The French residents of Rio de Janeiro, numbering about three thousand, gave the second celebration of "La Fête National" at the saloon and garden of the Guarda Belha on the evening of the 14th instant. The entrance was beautifully illuminated, the whole face of the building being covered with gas-jets; over the entrance was erected an illuminated arch bearing the inscription in brilliant gas-jets "République Française, 1789-14 Juillet, 1882." The garden presented a fantastic appearance, the trees, shrubbery, walks, etc., being decorated with thousands of various-colored lights, Chinese lanterns, etc. The saloon was artistically decorated with the French colors, and over the end of the stage was placed a large bust of the Republic draped with the tricolor. Between three and four thousand persons attended. The captain and officers of this vessel were invited, and every preparation was made to insure them having an enjoyable evening. Lieutenants Marix, Calhoun, and Hunker, Chaplain Royce, Assistant Engineer Leonard, Cadet-Engineers Smith and Beach, and Midshipman Ripley attended in uniform, and were most hospitably entertained by the officers and committees of the fête. The fête opened with a concert in the saloon, which lasted from 8.30 to 11. The "Marseillaise," sang by Mme. Rose Meryss, two songs by Mme. Alina Alhaiza, two poetical recitations by M. M. P. Alhaiza, and a selection called "Le Chant du Depart" by an orchestra composed of young boys, were parts of the programme most enthusiastically applauded. After the concert about a thousand persons assembled in a large saloon, in the centre of which was a platform for the distinguished guests, among whom were the French minister and consul-general, members of the diplomatic corps, officers of this



vessel, etc. Tables ran the whole length of the room, which were bountifully supplied with champagne, etc.; toasts were then proposed and responded to until midnight, the French minister responding to "The President of the Republic" and "His Majesty the Emperor," the consul to "France," and Lieutenant Calhoun to "Our Sister Republic, the United States of North America." The ball was opened shortly after midnight and was prolonged until daybreak. With excellent music, many handsome women and beautiful toilets, etc., all who attended can congratulate the Société Française upon having had a most successful celebration of "La Fête National."

A subscription paper for the "Brooklyn" Minstrels was handed around, and a committee, consisting of Lieutenant Bechler, Second Lieutenant Jackson, and Cadet-Engineer Beach, was authorized to expend the amount subscribed for stage properties, etc.

#### GALLANT CONDUCT.

On the morning of the 2d of June Ossian Carlson, seaman, in an effort to get from the poop into the gig fell overboard. A life-buoy was let go, a life-preserver thrown overboard, and a boat called away, but all were of no service owing to the aid rendered by Robert Allen, seaman, who jumped overboard and assisted Carlson in getting hold of a rope's end thrown over the side and then to the Jacob's ladder over the stern. The fact that Carlson was hurt in the fall, was very much frightened and scarcely able to swim, made the assistance rendered very timely, and Allen's gallantry deserves special recognition.

We take special pleasure in recording a similar act of gallantry by Edwin Kenney, first-class fireman, on July 12. It appears that Guenaro Persico, first-class musician, while walking out on the dock at 8.30 P.M. stepped overboard, and would have been drowned but for the timely rescue by Edwin Kenney. The night was dark, and the smooth granite sea-wall was such that Persico had but little chance of being saved, but Kenney jumped over-

board and held him up until a boat came to their assistance. Persico cannot swim, and he owes his life to the gallant conduct of his brave shipmate.

#### CHANGES IN THE SQUADRON.

Captain L. E. Fagan, U.S.M.C., arrived here on the 28th of June in the new steamer "Queen of the Pacific," of the Oregon Steamship Company, which was lately built at Philadelphia and stopped here on her way to the Pacific. Captain Fagan relieved Captain E. P. Meeker from the command of the marine guard and as fleet marine officer South Atlantic Station. Captain Meeker was then detached, and sailed July 5 in the Lamport & Holt steamer "Archimedes" for New York. The wardroom officers gave Captain Meeker a farewell dinner before he left, and many regrets were expressed at his departure.

Five weeks after the ship was towed out of the dry-dock to the anchorage in the inner harbor, the work of repairing the ship progressed rapidly, and was completed considerably within the time allowed by the contract with Mr. Taves. The incessant pounding of the calkers for about two weeks made life a burden from seven A.M. until four P.M., and the final departure of this gang was a great relief. Calkers are not welcome, and we can only add *oa-kum no more*.

The routine drills were resumed to a certain extent after leaving the dock, and the ship's company settled down to their regular duties.

Tuesday, August 1, boards of officers visited the United States naval storehouse to survey articles in the various departments. This storehouse was simply a place to destroy government property. A great many stores were found worthless, and what would pass inspection would not be received on board for fear that they might contain germs of yellow fever. A number of requisitions for stores were approved and furnished from the storehouse, but the doctor got hold of them, and upon his recommendation these

stores were returned. The prospect of unlimited supply of old canvas, so handy for swabs, tarpaulins, and a thousand things on board ship, was very pleasing, but Yellow Jack is a bad shipmate, and no precaution was neglected to keep him out.

The storehouse is a very fine, suitable building, and was built by Mr. Lage for the Navy Department, whose agent leased it from him about a year ago for the term of five years. This lease was about the only reason advanced for the continuance of the naval depot at this place. The officers who made the surveys found the stores going to ruin very rapidly owing to age and climatic influences, and recommended to sell the whole business and sublet the storehouse to some party who might use it to advantage.

The search for some old powder was one of the strangest features of this survey. No one knew where it was and how long it had been here. The party made four trips after it, and finally found it by taking a Brazilian ordnance employé for a pilot, who conducted the board to a magazine clear up to the head of the bay, where it had been carefully stored, free of cost, by the Brazilian government since 1874. This powder was sent to the station in 1872, when Rear-Admiral W. R. Taylor had command, and was first stored in the magazine at Santa Cruz. Some of the buildings there were struck by lightning during a thunder-storm, which occasioned its subsequent removal to the storehouse on the Isla do Gobernado.

Thursday, August 10, we got under way, and were towed to the man-of-war anchorage in the outer harbor. A requisition for coal had been approved, and some was received on board from the naval depot. The chief engineer, however, objected to it as being inferior, and finally the doctor stepped in and called it dangerous. This put a stop to further attempts at coaling, and left us free scope to go ahead and get the ship ready for inspection.

The officers of the ship were entertained very nicely by a number of people on shore. They attended the Casino ball on the 24th of July, a grand wedding-party at Mr. McKimmel's on

August 3, the ball at the club Regatta de Guarnabareense on the 12th inst., and were entertained twice by Mr. F. Sauwen, the Belgian consul-general, at his charming country-seat at Paradise. This place is in a valley about an hour's journey from Rio, over the ferry to Nitheroy. The park is magnificently laid out, every variety of tropical tree and plant being represented, the celebrated pond-lily *Victoria Regia* being among the most curious. Mr. Sauwen took special pains to explain the peculiarities of the various trees, and gave the officers a royal treat. It would be difficult to convey any adequate idea of the beauty of the place so artistically laid out. His house is a wonder for the country, being a perfect gem, with every modern convenience combined with the beauty of an ancient Moorish dwelling. Those who availed themselves of his hospitality can never forget the delightful time spent at his home so appropriately called "Paradise."

#### THE "BROOKLYN" MINSTRELS.

The organization of the "Brooklyn" Minstrels proceeded without interruption after the impromptu entertainment on the Fourth of July. Mr. Beach was indefatigable in his efforts to train the men who came forward to participate, and their frequent rehearsals in the fire-room resulted in giving us a delightful entertainment on the evening of the 28th of July. The subscription to the fund was generally responded to by all, and a full report of the finance committee was presented.

The stage was rigged up on the quarter-deck, just abaft the mainmast, with its after-end resting on the forward part of the engine-room hatch, just leaving narrow gangways on each side. The stage was screened in on three sides by sails hung from a superstructure erected by the carpenter's gang, while a red baize drop-curtain, fitted with brails, closed in the front. All the guns on the quarter-deck were transported forward, and the awnings and sides were tastefully decorated with flags and bunting, the combined effect being very handsome. The stage was fitted with

six wings, two of which formed a part of the front, while the other two, on each side, formed parts of the drop-scenes, representing a forest and a city street, respectively. This arrangement left passage-ways on the stage on both sides for the entrances and exits, both of which led to the green-room, formed by sails screening in the space around the mainmast and forward on the port side of the smoke-stack.

The ship's company occupied the port side of the quarter-deck and the hammock-nettings, the latter serving as peanut-galleries, but we missed the enterprising merchant with his peanuts, operabooks, and photographs, notwithstanding the demands for the picture of "Dqt nice leetle Irish gals." The officers sent out about two hundred and fifty invitations to the English-speaking community of Rio Janeiro, including a few to some Brazilians, nearly all of whom came, and were assigned to seats on the starboard side of the quarter-deck and poop.

The following distinguished guests occupied the reserved seats on the forward part of the poop: Rear-Admiral and Mrs. Crosby, the United States minister, Thomas A. Osborne, and family, the British minister, Thomas Corbin, the British consul-general, A. Ricketts, and wife, the Russian chargé d'affaires, Mr. C. N. Lischine, and wife, the Italian chargé d'affaires, Count Albert de Foresta, Count and Countess de Estrela, Mr. and Mrs. Peries, and a number of Brazilian officers in uniform, with a delegation from the Argentine corvette "Parana." A number of charming young ladies came with Mr. and Mrs. Hancock, Mr. Bailee, and others, who occupied seats on the quarter-deck with personal friends of the officers. Mr. Paul Taves, Mr. C. P. Mackie, and Mr. Lage kindly offered their steam-barges, which, with our steam-launch, were used to convey the guests to and from the ship. A committee of officers was appointed to receive the guests at the landing on shore, and also at the gangway on board ship.

The guests arrived at 7.15 P.M., and as soon as the admiral and his party were seated the curtain rose at the signal from an elec-

tric bell, and disclosed the entire troupe of nine negroes with six of the ship's band in the rear. The appearance of the company produced a favorable impression, and as they took their seats the ease and *sang-froid* with which "tambo" enacted his part and created his little diversion heralded the perfect success of the entertainment. The following programme was carried out in every particular. Copies were printed on fine note-paper at the *Eagle* office and distributed among the audience before the curtain rose :

## PART I.

Overture . . . . .	Instrumental
Still I Love Thee . . . . .	A. B. Morton
Peter Simple . . . . .	R. Allen
Blue-Eyed Nellie . . . . .	J. Looby
Medley . . . . .	J. J. McCabe

## PART II.

Clog Dance . . . . .	G. Ryan
School-boy's Recitation,	
Bingen on the Rhine . . . . .	J. J. McCabe
Sarah Walker . . . . .	J. W. Howourth

## THE TWO SUBJECTS.

Dr. Toro Splints . . . . .	William Jarrard
Patrick Duffy . . . . .	J. Looby
Hans van Kinterleth . . . . .	J. J. McCabe
Bridget O'Lafferty . . . . .	R. Allen
Old Grandfather Ben . . . . .	A. B. Morton
Dear Old Wife and I . . . . .	Morton and Howourth
Song and Dance . . . . .	G. Ryan

## UNCLE EPH'S DREAM.

Uncle Eph . . . . .	J. J. McCabe
Master George . . . . .	William Jarrard
Aunt Chloe . . . . .	George Miller
Young Eph . . . . .	William La Forge
Plantation hands, etc.	

The company occupied the entire front of the stage and sat in

a semicircle. The middle-man wore a plain evening dress, while Bones and Tambo were rigged up gorgeously with bright "Dolly Varden" waistcoats (swallow-tails), extravagant neck-ties and collars, with immense buttonhole-bouquets. The rest of the troupe wore plain white shirts, and presented a neat and graceful picture. The men were very thoroughly blackened, and the wigs effected such a perfect disguise that some were not recognized by their own shipmates during the whole performance. The play opened with a rollicking selection by the band, with bones, tambourine, and guitar of the troupe. This selection was so appropriate to the character of the entertainment that the entire company went in with a free and easy manner, which insured the success of the whole evening. The jests exchanged between Bones and Tambo and the wise middle-man took well and served to introduce the several selections admirably. This was particularly true of the selection by R. Allen of "Peter Simple." Tambo asked Bones how Captain Weaver could get fresh eggs for breakfast when the ship was crossing the line. Bones could not tell, and the middle-man had to give it up. Tambo replied that he only had to bring the ship by the wind and have her "lay to." The imitations that followed of the cackling hen by Allen were exceedingly good, and kept the audience in roars of laughter and brought out the heartiest encores, which necessitated the repetition of the song.

Morton sang "Still I Love Thee" very well, this selection being the best musical effort of the troupe. The chorus did best in Looby's sentimental song "Blue-Eyed Nellie," which was very pretty, and served as a charming interlude between the absurdities of Tambo and Bones. In the most pathetic part of this song two of the lanterns fell down by the band, and the absurd astonishment of Tambo in looking like a perfect idiot to see what was up proved him to be an adept as an end-man.

The best hit was made in the comparison of an Irishman to a lobster. Bones found a resemblance in that both wore a green coat, but Tambo asked why an Irishman ain't like a lobster, and

when neither Bones nor Mr. Jarrard could guess, he brought down the house by explaining that if you boiled a lobster his coat would turn red, but that you might bile an Irishman until he was bald-headed and he never would wear a red coat. The ship's company enjoyed the joke about preaching best of all. Tambo asked what a preacher ought to preach about. Mr. Jarrard said he thought a preacher should preach about integrity, virtue, sobriety, etc. Bones thought he should preach about fifteen minutes, but the roar that followed Tambo when he said a preacher should preach about liberty was just immense. Some of the jokes were lost to those in the rear seats because they did not speak loud enough, and the same criticism applies to some of the songs. A tableau was arranged as a finale to the first part, with the Goddess of Liberty and the Army and Navy group. The group was very good in itself. Charles P. Gibbons looked well as "Goddess of Liberty," and H. E. Collyer as an American seaman, while Joseph M. Kenney made a very fair representative for the army.

Ryan's elog-dancing astonished the Brazilians, and many afterwards expressed their wonder how he could keep his feet going so constantly. He certainly did admirably, especially in the first dance, agreeably surprising every one who had supposed McCann indispensable to the troupe.

The school-boy's recitation of "Bingen on the Rhine" was one of the very best imitations, and McCabe's real talent flashed upon the audience like a new discovery, which obliged him to give two other imitations, when he still further astonished the audience by his imitation of the school-girl's poetical recitation, the tone of voice, manner, and every detail, except his personal appearance, being a perfect representation of the smart girl at school.

Howourth, as "Sarah Walker," was exceedingly good. He looked so much like a little tottering old woman that he was not recognized by any except those in the secret. He thoroughly identified himself with the character, and was vociferously encored.



The sketch of the "Two Subjects" was excellent. McCabe, Allen, and Looby formed a trio which would do credit to the profession, the love scenes between Biddy and her two lovers being very entertaining. The appreciation of the audience was so manifest that the trio fairly revelled in their parts, and the dialogue was interspersed with witticisms which no end of rehearsals could effect.

Morton, as "Grandfather Ben," and with Howourth in the duet, was above criticism. He would form a troupe in himself, and he kept up the enthusiasm of the audience until the last piece, "Uncle Eph's Dream." This last piece was not so favorably received as the others. The other parts of the programme were so extraordinarily good that this sketch is the only one on which the critic could rest, while the character of the sketch itself was not understood by the audience generally.

The curtain fell on the last scene at 9.45 P.M., when the guests were conducted down into the wardroom for refreshments. The stage and its appurtenances were dismantled in about five minutes. Both sides of the quarter-deck were cleared, and the officers gave a hop as a sequel to the minstrels. This proved very pleasant, and our guests went home apparently delighted with their evening on board the "Brooklyn." We were favored with a bright moonlight night, and everything passed off pleasantly for all.

## CHAPTER VI.

The Admiral's Ball—The Reception of the Princess Imperial and Comte d'Eu—The Special Performance by the Celebrated "Brooklyn" Minstrels—Subsequent Arrival of the Emperor Dom Pedro II.—The Fazenda Santa Anna—Description of a Brazilian Coffee Plantation—Detachment of Officers—Departure from Rio—The Inspection of the Ship by Admiral Crosby—The Arrival of the "Galena"—The Cruise of the "Marion" and her Departure for Home.

## THE ADMIRAL'S BALL.

THE Emperor Dom Pedro II., the princess imperial with her husband, Comte d'Eu, and the aristocratic society of Rio, were magnificently entertained by Rear-Admiral and Mrs. Pierce Crosby on board this ship on the 26th of August. This entertainment afforded the admiral an opportunity to show his appreciation of the kind hospitality shown him and our officers by the good people of Rio, while the whole character of the reception expressed better than words can convey the sympathy and cordiality existing between the United States and Brazil.

The admiral personally invited the emperor to visit the "Brooklyn" whenever it might suit his majesty's pleasure, which he accepted by a letter stating that he and their imperial highnesses would visit the ship on Saturday, August 26, and that he would come between ten and eleven P.M., while their highnesses would come at an earlier hour. On a subsequent visit of the admiral to the princess the latter expressed a wish to see the "Brooklyn" Minstrels, the success of which had reached her ears.

The admiral invited Captain Weaver and the officers of the ship to assist him and Mrs. Crosby in the entertainment of the distinguished guests, and by their united efforts under his direction the

whole affair was eminently successful and was the event of the season in Rio.

The ship was beautifully decorated, and presented an appearance never to be forgotten by those who attended. The stage occupied the same place as in the last minstrels, and was appropriately decorated with the Brazilian and American flags entwined over the top and gracefully falling in folds on both sides of the drop-curtain. The awnings were carried aloft about eight feet and were lined with national flags, disposed so that the Brazilian and American flags should be in juxtaposition with those of the other nations represented, notably the English, French, Italian, and Argentine, though from the manner in which these and all national flags were displayed, none had any undue prominence over the other, except that the Brazilian flag was most conspicuously placed with our own.

The guns were all transported forward off the quarter-deck, which was waxed and illuminated with Chinese lanterns, chandeliers, and candelabra arranged on stands, etc. One immense chandelier, designed by the chief engineer, was hung from below the centre of the quarter-deck awning. It carried about one hundred candles, and was so artistically decorated with bunting as to elicit general admiration. The poop-ladders were removed, and two broad staircases with an easy incline were substituted in their place. These were made on board ship, and were so tastefully decorated with bunting, canvas, narrow long pennants, and combined with pots of tropical plants on the sides, that they looked very imposing. The poop was decorated in the same style, while the hatches and skylights were there built up with candelabra arranged around them so as to shed a beautiful light around and through the leaves of a great number of tropical plants. The sides were closed in with canvas curtains decorated with flags, and completed a magnificent scene when the distinguished guests arrived, representing the beauty and wealth of the metropolis of South America.

Three steam-barges, kindly loaned by Messrs. Taves, Lage, and Mackie, were used to convey the guests to the ship. Chaplain Royce and Midshipman Snowden received the guests as they arrived at the landing and assigned them to the boats, all being invited so that they would be on board before the imperial party, in compliance with court etiquette. The night was dark, but the "Brooklyn" and the course of the boats between the ship and landing were beautifully illuminated by two revolving electric lights of twelve thousand candle-power each, run by a Siemens dynamo-electric machine on board the Brazilian monitor "Solimoes." This illumination was continued all night, and clearly outlined the ship and her rigging.

The guests were received by a committee of officers, consisting of Captain Weaver, Paymaster Goldsborough, Lieutenants Sebree, Calhoun, and Hunker, and Midshipman Ripley, who conducted them to the cloak-room, and afterwards escorted them to the poop-deck, where they were received by the Admiral and Mrs. Crosby, assisted by the United States Minister Osborne and wife and Mrs. Ricketts, the wife of the British consul-general. Admiral Baron Grivel, commanding the French naval forces, was received at the gangway by Admiral Crosby, and the commanding officers of the Brazilian, English, French, Italian, and Argentine men-of-war by Captain Weaver in accordance with the usual naval etiquette.

The guests remained on the poop until after the arrival of the princess, who came at 9.15 in the imperial barge, pulling twenty-four oars, from the navy-yard, a stream of electric light constantly illuminating her course. When the barge hove in sight the bugle sounded the assembly, the marine guard formed in line on the port side of the quarter-deck and stood at attention. The officers of this ship and the Brazilian officers formed line on the starboard side of the deck, while Mrs. Crosby, Mrs. Osborne, Mrs. Ricketts, the Countess Estrela, and Baroness Tosti (the two latter being the most intimate friends of the princess) stood aft on the quarter-deck to receive the distinguished party.

Admiral Crosby, Baron Grivel, Captain Weaver, and Lieutenant Marix received the imperial party at the gangway and conducted them to the cabin, while the band played the Brazilian national air. The princess took Admiral Crosby's arm and bowed to the officers as she passed along. After being received by the ladies the party went into the admiral's cabin, reserved as a dressing-room for their use.

In the mean time about two hundred chairs were, as if by magic, ranged on the quarter-deck in front of the stage, and the guests came down from the poop and were seated to see the minstrel performance. The imperial party occupied the seats on the poop with the members of the cabinet, diplomatic corps, and their families, and Admiral and Mrs. Crosby. As soon as the princess was seated the curtain rose and disclosed the minstrel troupe in their places on the stage. The stage and general appearance of the company was similar to that of the previous entertainment, though the end-men were changed, James Murphy taking McCabe's place as Bones, and William Jarrard acted as Tambo instead of Allen. The following programme was carried out, and served very well to give an idea of what the first regular minstrel performance was :

## PART I.

Overture . . . . .	Instrumental
Dinah's Serenade . . . . .	A. B. Morton
Hiyah Cumshaw . . . . .	J. Murphy
Golden Slippers . . . . .	William Jarrard

## PART II.

School-boy's Composition . . . . .	J. McCabe
Awfully Clevah . . . . .	A. B. Morton
Irish Pat . . . . .	J. Looby
St. Patrick's Day Parade . . . . .	Company

The company, however, did not do nearly so well as before. Some of their best songs had to be omitted because they were only allowed about twenty-five minutes to act, in order that the

stage might be removed before the arrival of his majesty the emperor. About half of the crew came aft to see the show and stood up on the quarter-deck; but their respect for the imperial party detracted so much from the interest in the exhibition, that the performance, though very good, lacked spirit, and the guests failed to see the enthusiasm of Jack, which was one of the best features of the first entertainment.

The guests quietly left their seats on the quarter-deck, as if from force of habit at the end of a theatrical exhibition, and repaired to the poop, while the crew cleared away the chairs and proceeded to dismantle the stage, which, when down, left a magnificent ball-room instead of a theatre. In the mean time the bugle announced the emperor, the officers ranged in line as before, while the marines stood on the port side of the deck at attention. The appearance of the guard in full-dress coats, white trousers, and white helmets, under the command of Captain Fagan, attracted general admiration and reflected great credit on the ship.

His majesty, accompanied by Count d'Igassue, the first chamberlain, and a staff of distinguished officers, arrived in the imperial barge at 10.15 P.M., and was received by Rear-Admiral Crosby and Admiral Baron Grivel, whom Admiral Crosby had specially invited to assist him in receiving his majesty, and conducted aft through the line of officers as at the previous reception of his daughter. The emperor went directly aft to where the princess and Comte d'Eu were seated, both of whom rose and kissed his hand, after which a number of the distinguished guests came forward and paid their respects.

During this time the band of the French flag-ship played a march, and then alternated with our band during the rest of the evening. The ball then opened with a quadrille, at the head being the princess with Admiral Crosby for her partner, and Councillor Doria with Mrs. Osborne as *vis-à-vis*, then Comte d'Eu and Mrs. Crosby, with the Minister of Foreign Affairs and the Countess Macedon as their *vis-à-vis*. The dancing then became general,

and the handsome toilets of the distinguished guests made a scene of surpassing beauty.

Refreshments were served in the wardroom from this time on, the novel features being a delicious punch prepared by Dr. Burbank and a large variety of American cakes, which, strange to say, are not to be had in Rio. Ices and the usual variety of substantials also abounded, prepared under the auspices of Lieutenant Beehler.

The emperor and their imperial highnesses made themselves at home, and seemed to have enjoyed the entertainment very much. At 1.30 A.M. they went into the admiral's cabin, where a special collation had been prepared for them, the following being also present at this repast: Governor and Mrs. Osborne, Count d'Igassue, the chamberlain and lady-in-waiting of the princess, the Prime Minister and Ministers of Foreign Affairs, Marine, and Interior, Admiral Baron Grivel, Admiral and Mrs. Crosby. The dancing was kept up with great spirit during the entire night, though the guests began to leave shortly after the emperor went into the cabin.

The imperial party left the ship at 2.45 A.M., the officers forming line and the guard at attention as upon their arrival. As soon as the barge left we fired a salute of twenty-one rockets, and kept the ship illuminated with signals and blue-lights until she was well on her way home, while the electric light in charge of Captain Alencar lit up her course as before. The rest of the guests departed in the course of an hour, all delighted with the elegant and novel entertainment.

The following is a list of some of the principal guests not previously mentioned: Ex-President Avellaneda of the Argentine Republic, Duke del Drago, grand-nephew of the emperor, the ministers of France, Russia, Italy, Argentine Republic, Uruguay, and Sweden, with their families, Councillors and Madames de Pintos and Dantos, Senator Octaviano, Viscount and Viscountess Barbacena, Baron and Baroness de Mello, Admiral de la Marc

and wife, Admiral Silvera de Motta and wife, Viscount and Viscountess de Garcia, Messrs. Hancox, Levison Gower, and F. Sauwen, with their wives, Baron and Baroness de Rio Bonito, and Count Floresta, besides many others of the most distinguished and aristocratic families of Rio.

Every one on board the "Brooklyn" fully appreciated the great honor which his majesty and their imperial highnesses conferred by their visit to the "Brooklyn," a compliment not only to our ship and the naval service, but to the whole country.

About daylight next morning the admiral's orderly, Edward Hurley, found a magnificent brooch containing about forty diamonds set in with rubies, which he immediately reported to the officer of the deck. Subsequently the brooch was found to be the property of one of the guests, who sent Hurley a handsome reward of money in a polite note through the Countess Estrela.

#### THE FAZENDA SANTA ANNA.

On August 10 Rear-Admiral and Mrs. Crosby, accompanied by Mr. Jarbas Octaviano, Lieutenants Marix and Hunker, and Dr. Steele, left Rio to accept an invitation from the Baron de Rio Bonito to visit his coffee plantation. A ride of about seventy miles on the Dom Pedro II. Railroad through the most beautiful mountain scenery brought the party to Barra do Pirahy, and a half-hour's drive by carriage landed them safely at the baron's residence on the plantation. It was with peculiar satisfaction they found themselves in cars built in the United States, drawn by locomotives from Philadelphia, and the whole under control of an air-brake manufactured in Pennsylvania. During their absence they were afforded every opportunity to see coffee in all its stages from the tree to the cup, and have been good enough to furnish us with the following:

Coffee takes its name from a district in Ethiopia, Africa, called Kaffa, where the tree grows wild. The coffee-plant is an evergreen and the foliage is always fresh. The harvests are two annu-



ally. It requires warm situations, and does not thrive where the temperature is below fifty-five degrees, or at elevations of more than six thousand feet above the level of the sea. The principal coffee-producing countries are Brazil, Java, Ceylon, Sumatra, India, Arabia, the West Indies, Venezuela, and some of the Pacific islands. Of all produced Brazil furnishes more than half, the larger part of this being sent to the United States.

The fazenda or plantation visited by the party is called Santa Anna, and is very large, covering an area of twelve square miles. It was found necessary to facilitate the work to connect the headquarters where the negro slaves reside by telephone line six miles in length. It was over this line the party heard distinctly a negro orchestra. This fazenda is said to be one of the most complete in Brazil, being furnished with the most approved machinery, of which there is considerable,—blacksmith- and carpenter-shops, a good hospital, with medical attendance for the four hundred slaves who reside there, a fine orchard and garden, and many substantial and well-kept buildings. In addition to the culture of coffee a great deal of labor is expended in raising sugar-cane, corn, beans, rice, mandioca, oranges, bananas, and vegetables. Everything raised, excepting coffee, is for consumption on the plantation. A generous mountain stream furnishes the power, through a huge overshot-wheel, which runs the machinery for grinding corn and mandioca, pressing the juice from the cane, etc.; excellent sugar and rum are also made.

The coffee-trees on this fazenda number one million four hundred thousand, are planted on the hill-side, as it is essential when they thrive that the soil does not retain water. The trees are kept from five to eight feet in height, both for convenience in gathering and to increase their productiveness. The trunk is covered with a grayish bark, and its white blossoms grow in clusters around the branches. It is propagated by planting the seeds in nurseries, and, after a year, transplanting on the plantation in rows, when they present somewhat the appearance of a vineyard

in their regularity. The full producing power is not reached until the fifth year, and they frequently reach thirty years of age, when generally the soil will be found to be exhausted. Between the rows of trees are planted orange-trees, Indian corn, and mandioca without any effort at regularity; the fruit of the former and the corn-meal are highly prized by the negroes.

The coffee when ripe is a deep red and resembles a cherry, though a trifle smaller. Each berry contains two seeds, arranged with the flat sides opposed; the fleshy part that surrounds the seeds and separates them is sweet and quite palatable. The seeds are separated by a thin layer of the fleshy substance, and both are closely enveloped by a tough membrane. In speaking of the seeds the ordinary bean is meant that comes in the coffee-bag ready to roast. The berries being picked are carried to a trough of running water, into which they are thrown and carried along some distance with the stream to a drying-bed. The next step is to dry the berries in the sun by spreading them upon large concrete beds, about two hundred by three hundred feet, raised between two and three feet from the ground, with a slightly-inclined surface to drain them in case of rain. The berries upon these beds will be several inches deep, and during the day, while the sun is pouring down upon them, the slaves run through them with large wooden hoes, so as to expose new surfaces and insure their being thoroughly dried. This drying process turns the berries black, the flesh part becomes hard and forms a shell or hull, which is removed by machinery. This accomplished the seeds become separated, and each with its tough membrane is again exposed to the sun for many days, until the membrane becomes brittle and is readily removed by machinery. During this second drying the coffee is not allowed to be exposed to any moisture, and to protect it from the dew and rain, should there be any, nightly, it is hoed into numerous heaps on the drying-beds where it was exposed during the day, and covered with tarpaulins.

The seeds with the membrane removed are ready to be win-

nowed, which not only removes the chaff, but the rapid motion imparted by the sieves rubs the seeds against each other, develops the oil and polishes them. The quantity of oil in coffee is made very apparent whenever the seeds are handled; the boards of the bin and flooring become dark and highly polished, making walking difficult. The last process it undergoes before it is ready for the market is sorting. This is done exclusively by women, and requires that every seed be handled. Color and form are both consulted. The small round seeds that pass for Mocha generally grow at the tops of the trees. It might not be out of place to add here that what is known as "unwashed" coffee, and considered of inferior quality in Brazil, is the only kind that is marketable in the United States.

If the coffee is intended for the European market it is generally deposited from the troughs of running water into a large semi-cylindrical masonry cistern, through which runs a horizontal axis with spokes at intervals; the beans, if ripe, upon being struck by these spokes break, and the seeds are detached from the fleshy part; the whole mass is then spread on the drying-bed, and the method of curing is essentially the same as for other coffee. Coffee treated in this way is known as "washed coffee."

The last night at the fazenda the four hundred slaves were drawn up in line at eight P.M. and each given a gill of rum for some extra labor they had performed. At a command of the overseer, when all had received their liquor, they shouted "God bless us!" and were dismissed, the time until 10.30 being their own. This interval they employed in amusing the guests with songs and dances; the words, a mixture of Portuguese and some African dialect; the music, their voices, accompanied by rude drums and a large tin filled with beans, resembling a child's rattle. At 10.30 the bell used to arouse them, to call them to work, etc., was rung, when they retired to their sleeping quarters, and after a brief prayer, in which they all participated, were locked in for the night. These four hundred slaves and their one hundred children are under a

rigid surveillance, and the work is regulated as by machinery. In order to prevent the mingling of the slaves from the two headquarters, the day for recreation of one will be Sunday, the other Thursday.

The following morning the party left the fazenda with a great deal of regret, having enjoyed their visit exceedingly, both on account of its novelty and instructiveness and the unremitting attention and thoughtfulness of their generous host, Dr. Federico Darrigue Faro. On the evening of the 16th they returned to Rio, having also visited San Paulo, some three hundred miles distant from Rio by railway.

After the admiral's ball on the 26th of August preparations were made for a short trip at sea for target-practice and evolutions to ascertain the tactical diameter. The admiral gave orders to go to sea on the 29th, but it was stormy, and Captain Weaver postponed the departure until the next day, when we got under way and steamed out to about six miles beyond Raza Island. The admiral and Lieutenant Marix remained on shore. Lieutenant Sebree, assisted by Midshipmen Hood and Cahoon, conducted the experiments to ascertain the space in which the ship would turn under different rates of steaming and amount of helm.

In the afternoon we beat to general quarters and fired at a regulation target at from one hundred to eighteen hundred yards. Six rounds were fired from each of the broadside and pivot guns. There was considerable sea on at the time, and the ship rolled about fifteen degrees each way. The practice was only tolerable, one or two shots being unqualifiedly bad, but everything in connection with the battery was found in good serviceable condition. The marines did some very good practice at small-arms, completely riddling a box hung from the foreyard arm. The gun divisions followed the marines at similar targets after the great-gun practice was over. The practice did not give any results worth mentioning, but served to familiarize the crew with the Hotchkiss magazine-rifle, new model.

During the night the ship lay off and on, and the next morning the experiments for ascertaining the tactical diameter were repeated. The results obtained show that the ship can turn in about three times her length at full speed with the helm hard over. This distance was obtained by observing the angular distances of a buoy by two observers at the extremities of a baseline measured off on board ship from points on the poop to the topgallant forecastle. The patent log was used as a check on the work, and also indicated the amount of head-reach before the ship commenced to turn after the helm was put over. We completed the work assigned to us about ten A.M., and returned to our former anchorage off Rio.

Lieutenant-Commander Anthony was ordered home on the 25th of August, he having been condemned by a medical survey. He had been ailing for some time, though his departure was a great surprise to all. We regretted his leaving exceedingly. He left a great many friends behind on board this ship, who would have been glad to been able to have expressed their love and friendship for him by a farewell dinner. The wardroom officers, however, sent him an elegant coin-silver cup for his son, born since we arrived on the station. The cup is engraved, "To young Mark Anthony, from the W. R. officers of the U. S. S. Brooklyn." Among the ship's company Mr. Anthony was well liked and esteemed.

Lieutenant-Commander C. H. Pendleton was relieved by Lieutenant-Commander G. E. Wingate on Friday, September 1.

Lieutenant Sebree was detached on the 5th inst., with permission to return to his home at his own expense. He recently received the sad news of the death of his father, which required his presence at home. He was the general favorite of the ship, and his departure was a great loss to the wardroom officers. The latter gave him a farewell dinner, at which were present our minister, Ex-Governor Osborne and wife, Mr. C. P. Mackie, and the Misses Lane. The Misses Lane were left here last July by

American steamer "San Jose," which put into Rio on her voyage from New York to Panama on account of the serious illness of one of the young ladies. Fortunately, she recovered, and during their detention in Rio the young ladies were entertained several times by the wardroom officers, and consequently became very well acquainted with them. They left for New York in the steamer "Copernicus," and Lieutenant U. Sebree congratulated himself in having them as passengers in the same steamer. Lieutenant Beehler thus became navigator in the place of Lieutenant Sebree.

We got under way at six P.M. on Saturday, September 9, but in heaving up the port anchor it was found to be so foul that we were delayed until long after dark before we could shape our course outside the harbor. While the forecastle men were busy clearing the anchor, the ship was kept under way steaming around the harbor and describing all sorts of tactical and other diameters. The good old ship handled beautifully under these circumstances, and had it been daylight her manœuvres would have been greatly admired by those who might have witnessed them, while as it was, the manner in which the ship answered her helm and steamed around among the shipping in that dark night served to inspire those in charge with every confidence in her steering qualities.

We experienced good weather all of the next day, with a moderate long swell from the southeast. At ten A.M. we made all plain sail and set the port studding-sails at eleven. At one P.M. we stopped steaming, and then continued under sail until 10.30 P.M., Monday, when the wind failed and we coupled the propeller and started ahead under steam alone. We experienced good weather although generally cloudy, and continued under steam and sail whenever the latter would draw to advantage, without any unusual incident.

On the 13th, while we were going 7.5 knots under all plain sail and two-thirds steam-power, we found that by stopping the engines the speed was reduced to 2.5 knots, clearly showing the

wisdom in using steam, since it would have taken us about three times as long to have made the trip had we relied upon sail alone, and, as events subsequently proved, we would have been exposed to one of the most violent storms of the season had we not have arrived at our anchorage as soon as we did.

At three o'clock, Friday morning, September 15, we sighted Polonia light, and steamed up the Plate River with fair wind and smooth sea. At eleven A.M. the order was given to clear ship for action, and the afternoon was devoted to the regular inspection of the ship at quarters. After the inspection of the crew and ship at quarters, which was very thorough and complete, the engines were stopped, and "all boats armed and equipped" were called away, and inspected by the admiral to see if all their armament and equipments were complete.

The inspection thus delayed our reaching the anchorage at Montevideo until after dark, but the sea being smooth and weather propitious we had no difficulty in steaming up to the outer anchorage, where we arrived at 8.30 P.M. Signals were exchanged with the "Marion" as we came in,—Very's night signals being used, which were plainly read by both vessels.

The next morning the usual salutes were fired, and official visits received from the foreign men-of-war in the harbor. At 10.46 we got under way again, and steamed about six miles down the river in order to repeat the experiment for ascertaining the tactical diameter. These experiments were made under rather more favorable conditions and gave very satisfactory results. Upon completing these we returned to the city and anchored well in the harbor, very near the "Marion," which had been anxiously waiting for us for some time.

During the next week we began to "enjoy" pamperos on a small scale; the sea was very rough almost every day, so much so as to make it exceedingly unpleasant for boats. General liberty for forty-eight hours was given to the crew in quarter watches at a time until all had had that privilege.

A naval general court-martial was convened on board the "Marion" by order of Admiral Crosby, and disposed of all the cases brought before it during that week.

The "Galena" arrived at Montevideo on the 28th of September, twelve days from Rio de Janeiro, having experienced a very stormy passage. The "Galena" took the "Marion's" place on this station.

Admiral Crosby and staff inspected the "Galena" on Thursday, October 4, after which Lieutenants C. A. Allibone and J. F. Moser and Ensign V. S. Nelson were detached from that ship and ordered to the "Brooklyn." Lieutenant Allibone was detailed as flag lieutenant, while Lieutenant Moser relieved Lieutenant Beehler as navigator.

On Monday, October 9, the wardroom officers gave an informal reception to a few friends in Montevideo. There were no elaborate decorations, though the few flags on the quarter-deck and flowers in the wardroom had a very pleasing effect. The afternoon was exceedingly pleasant. Mrs. Crosby, who arrived there a week after we did, kindly received for the officers and contributed much to the success of the occasion. There were about fifty guests in all. The band played very well, and the dancing was kept up with good spirit. Some of the ladies present were great beauties. Indeed, Montevideo can boast of more beautiful women than any other place outside of the United States, and we must confess we know of very few cities that contain as many in proportion.

#### THE CRUISE OF THE "MARION."

The arrival of the "Galena" was hailed with great delight by the officers and crew of the "Marion," who had been anxiously waiting for orders home. It was generally understood that the "Marion" would only make a short cruise when she first arrived on this station, and every new delay only served to disappoint the more, until all hands on board began to feel themselves very much grieved. The "Marion's" cruise was not a very enviable one; on the way here for the first time she stopped at Rio during a most



unhealthy season and contracted an epidemic of yellow fever, by which she lost two of her officers, who were buried on Flores Island. A long quarantine at Flores Island followed this siege, after which she was sent to the Straits and Falkland Islands, so as not to be exposed to a warm climate. The next spring, after wintering here and at Buenos Ayres, the "Marion" was sent out to search for the bark "Trinity" at Heard Island, but her success there and the valuable assistance rendered to the stranded ship "Poonah" at Cape of Good Hope have been fully described, and need not be repeated. She returned to Montevideo last May, and remained until she finally sailed for home at eight A.M., Saturday, September 30. It would be difficult to depict the happiness of the "Marion's" people in their final departure. When she got under way her crew manned the rigging, some of them even got up on the trucks, and cheered lustily, while they threw their caps overboard in their wild delight to cap the climax of their homeward cry. The "Marion" left the station with the good will and best wishes of all who have had the good fortune to meet with her people. The admiral inspected her just previous to her departure, and this inspection only added fresh laurels to those she had gained in her South Atlantic cruise.

## CHAPTER VII.

The Transit of Venus Expedition—Arrival of the Astronomical Party—Departure and Passage to Patagonia—Arrival at Santa Cruz—Building the Observatory at Camp Brooklyn—Preparations for observing the Transit—Diversions of the Ship's Company while waiting for the Day of the Transit—The Object of observing the Transit of Venus—The Photographic Method used by American Observers and the Great Success obtained—The Second Trip to Santa Cruz—Rating Chronometers—Return to Montevideo—Admiral Crosby relieved from the Command and transferred to the Asiatic Station—Poem by William Anderson, Seaman, upon the Transit of Venus.

THE admiral transferred his flag to the "Galena" on the 19th of October, it being hauled down from our mizzen at eight A.M., as it was broken on the "Galena." Lieutenants C. O. Allibone and A. Marix, Midshipmen Snowden and Ripley, Fleet Pay-Clerk B. W. Goldsborough, the coxswain and four bargemen, the printer with the press, the band, and our saluting battery of two breech-loading howitzers with saluting powder were transferred at the same time, while we received a twelve-oared cutter in exchange for the admiral's barge.

The steamer "Gallicia" with the Transit of Venus party on board arrived that night, and Lieutenant S. W. Very reported on board early the next morning. The rest of the party came in the afternoon with an immense lighter-load of stores for the Patagonian observatory. A temporary hurricane-deck was built in the waist on both sides of the smoke-stack, upon which the boxed frame building and the lumber were stowed, the telescope and delicate instruments being carefully packed below. Lieutenant Very immediately commenced taking the necessary observations for rating his chronometers, which were secured to the floor in the admiral's state-room. Mr. Very occupied this room and messed

with Captain Weaver. Mr. O. B. Wheeler, the senior assistant astronomer, occupied the room fitted for Lieutenant Marix in the admiral's office; Mr. William Bell, chief photographer, occupied Lieutenant Allibone's room in the wardroom; while Mr. Irwin Stanley, assistant photographer, was obliged to sleep in a cot, all three of them being assigned to the wardroom mess.

We coaled ship on the 3d and 4th of October, when we had two hundred and sixty-six tons on hand, but as none can be obtained at Santa Cruz we had to fill up again and take eighty tons additional on the spar-deck, which was received on board in bags and stowed on both sides between the broadside guns, with narrow gangways amidships. A lighter-load of brick, several barrels of cement, and an additional lot of lumber were also received on board, so that the decks gave the ship the appearance of a freight-boat doing a thrifty business. The messes laid in large supplies of fresh provisions and vegetables, because nothing of the kind could be obtained at Santa Cruz.

Fires were started early on the morning of the 26th of October, and at 8.57 A.M. we got under way and steamed out of the harbor, making the usual signals to the flag-ship as we left. In heaving up our anchor the steam capstan was used as heretofore, and as usual gave the greatest satisfaction; indeed, we should find it a very different matter in getting under way if "all hands" manned the bars as in the "old navy"; the thick mud at Montevideo and in the river Santa Cruz makes heaving in a large scope of chain a very arduous task, and we were fortunate in having such a powerful and reliable apparatus to do the work.

As we steamed out the French flag-ship "*Pallas*" dipped her admiral's flag and signalled "a pleasant voyage," to which we signalled "thanks" and dipped the pennant. Very little of moment occurred during the trip; we experienced delightful weather, with bright moonlight nights all the way, the only real unpleasant feature being the dirt from the coal on deck, which was not consumed until the day before we arrived off Santa Cruz.

The Transit of Venus party seemed to have enjoyed their sojourn on the "Brooklyn" very much; they were astonished to find a ship so comfortable at sea, especially in these latitudes. Mr. Bell amused himself in photographing the ship and groups of officers and men, Mr. Stanley caught and stuffed a number of Cape pigeons, sea-gulls, etc., while Mr. Wheeler revelled in logarithms, parallaxes, and other astronomical luxuries.

We arrived off Santa Cruz early in the morning of the 2d of November, and anchored in order to examine the bar at low-water. The only chart of the port is from an English survey in 1834, since when a great many changes have taken place in the extent and localities of the shoals formed by the alluvial deposits of the river. The tide ebbs and flows at from three to six knots per hour, giving a rise and fall of from thirty to forty feet. This enabled us to accurately locate all the dangers in the navigation, and at noon we got under way and crossed the bar at high-tide; at three P.M. we temporarily anchored in the river off Entrance Point, after which Lieutenant Very went up along the right bank of the river to select the permanent anchorage and site for the observatory. The next morning we steamed up to the new berth and anchored off Keel Point, about fifteen hundred feet from the high-water mark on shore, just under the lee of a high bluff north of the point. This berth was as close to the site selected as was possible, the latter being in the centre of a small valley of about fifty acres, open to the river and surrounded by three ranges of hills on the other sides.

We commenced to land the stores and camp equipments immediately after anchoring. This proved very hard work, as some of the packages were large and unwieldy and had to be handled carefully in landing on the beach, after which all were carried by hand a distance of about five hundred yards, where the buildings were erected. The Transit of Venus party left the ship the same day, and from that time lived at the camp constantly, accompanied by a guard of four marines, consisting of Corporal Powers and Privates

Hurley, Brown, and Murphy. Large working-parties were sent ashore daily for the first two weeks, while the carpenter's gang lived on shore, and, with John Caspar as mason, erected all the buildings and piers under Mr. Very's direction. The Transit of Venus party had their own mess-stores, but the rations of the men had to be sent to them from the ship, and the camp was constantly supplied with water from our own tanks, which necessitated a great deal of labor.

The country in this vicinity is absolutely a barren desert, there being no trees and very little tough shrubbery. Guanacos, ostriches, geese, jacksnipe, and an occasional fox were sought for by our sportsmen, who secured a number of the geese and snipe, but were not generally successful hunting guanaco, though Mr. Smith killed two just before we sailed. The natives hunt them on horseback with "bolas," which are round stones or pieces of lead on the end of three thongs, six or eight feet long, united at a common centre, and thrown to entangle the legs. Considerable skill is required to handle the "bolas," and dogs are indispensable, a species of Scotch greyhound being used by the natives, as both the guanacos and ostriches are very fleet.

Captain Weaver took a party of officers in the steam-launch to Weddell's Bluff, nine miles up the river, where they had an opportunity of seeing the French observatory, which was located there six weeks before our arrival. They found but two habitations in that part of the river, one at a ranch five miles from our anchorage and the other at the bluff. The former lies in a valley near a small creek, and its owner has a number of horses and dogs, which were hired from time to time by our hunters. He also kept the messes supplied with guanaco-meat at three cents a pound. This was once served out to the crew. The men, however, as a rule, did not relish it, chiefly because they had no means of preparing it properly, but the officers thought it very good. The guanaco may be generally described as having the head of a camel, the body of a deer, the wool of a sheep, and the neigh of a horse.

The wool is of a reddish brown, intermixed with white in certain parts of the body. They live in immense herds all over Patagonia; they are shy and very vigilant, and when irritated they eject the contents of their mouth, which is very disagreeable, upon their assailant. They belong to the camel family, and have extra water-cells in their stomachs, though they have no hump on the back. The guanaco is probably the wild variety of the domesticated Peruvian llama. They often came near the camp, and on one occasion a herd of six came down to the edge of the bluff opposite the anchorage and offered a good target with a rifle from our topgallant forecastle.

A party of guanaco-hunters started out once after devoting a week to constructing stirrups, and came back very much sooner than they were expected. It appears that when they finally got within range of a herd one of their party dismounted to fire, but as he did this his horse shook off the contrivance substituted for a bridle and deliberately started for the ranch, while the guanacos kicked up their hind legs and started for Sandy Point like a lightning-express train.

The ship's company had excellent sport in hauling the seine; seining-parties left the ship once or twice a week, and almost always returned with several hundred pounds of fish, mostly an overgrown species of sea-mullet, with a few smelt. These fish were very nice, especially when served as a chowder. The seine was usually hauled at Sea Lion Island, which is resorted to by thousands of gulls and other variety of sea-birds. Several young penguins were captured there. The island is literally covered with birds' nests, and all kinds of curiously-shaped and spotted eggs were brought on board. This island is in the centre of the river, and was formed by the alluvial deposits; skeletons of seals and sea-elephants were found, though none of the latter were seen alive while we were there.

The "*American Encyclopædia*" describes the sea-lion or sea-elephant as the largest of the seal species. They are about half

the size of a Greenland whale, and much larger than the largest elephants. The hair is coarse, but the thick skin makes very fine harness. A single animal yields from fourteen to fifteen barrels of blubber, the oil from which is clear, has no bad odor or taste, and burns slowly and without smoke. The salted tongues are highly esteemed for food. They go as far north as the Plate River in winter, and they prefer sandy and desert beaches, especially near fresh water, so that Sea-Lion Island ought to be their favorite resort. The name of sea-elephant comes from a short snout, which they can elongate about one foot similar to an elephant's trunk. They never attack man unless brutally treated, and indiscriminate slaughter has driven them from their former haunts. No pumas made their appearance near our camp, and but few of the ostriches were seen, though several young ones were captured and brought on board. Ostrich-eggs were often eaten in the different messes, though not by any means abundant.

After the camp was duly pitched, the ship's company settled down to their routine drills and put the ship in a more efficient condition as a man-of-war. The battery was thoroughly overhauled and the ship renovated throughout. The high winds were exceedingly disagreeable, calms were quite exceptional, and the winds blew in gales almost all the time, with velocities ranging from thirty to sixty miles per hour.

Wednesday, November 29, the Argentine gunboat "Uruguay" arrived from Montevideo with a large mail for us, giving us special cause for celebrating Thanksgiving the next day, the last Thursday in November. This mail brought us news from home up to the latter part of September. The "Uruguay" was on special duty to visit all the stations of parties observing the transit of Venus and to offer the services of the Argentine government. She visited the stations at Carmen and Chupat on the way, and after visiting the French observatory at Weddell's Bluff she went to Sandy Point, where there were four other observatories.

Thanksgiving was specially celebrated by a performance by the

"Brooklyn" minstrel troupe, which was quite a creditable affair considering the difficulties with which the troupe had to contend. The next day we had target-practice with great guns, one round being fired in broadside. The practice was very good. The quarterly target-practice with rifles took place the previous week at a range marked off along the beach under the bluff.

The steamer "Uruguay" came down from up the river Saturday evening following and kindly took a mail for us to Sandy Point. The first half of the following week we enjoyed pleasant weather without any furious winds. This was taken advantage of by drills, all boats being called away armed and equipped for distant service on December 5.

When the sun rose, at 3.45 A.M., on the morning of the 6th of December the sky was completely overcast, but fortunately for our party it cleared off about eight A.M., and remained perfectly clear all day. The party at the camp were successful in all the observations of the contacts, and secured two hundred and twenty-four photographs of the sun while Venus was crossing. All hands were interested in observing the sun. Spy-glasses were arranged with smoked object-glasses, and almost all the broken glass in the ship was smoked and used to see Venus on the sun. Among the curious means devised was that of a bottle with its bottom smoked. From looking through this the marines claimed extraordinary results.

During the rest of our stay the weather was very inclement; it blew in strong gales, and was generally cold and disagreeable. The first few days in December were the pleasantest we experienced, while the day of the transit was the clearest day of all. Sunday, December 10, the ship got adrift from the anchorage. The port sheet-anchor promptly brought the ship up, and when the two bowers were weighed they were found to be badly foul of each other. Both anchors were cleared during the day. We had a great deal of trouble with the cable during the rest of that week, the new berth not being as good an anchorage as that selected.



The boats had considerable difficulty in stemming the strong tides, and on one occasion the whale-boat was capsized at the gangway; John Port narrowly escaped drowning, but was saved by a rope timely thrown to him from the poop.

The Argentine steamer "Uruguay" returned from Sandy Point December 10, having sent our mail from there. The "Hartford" had arrived there from Montevideo, and was then waiting for coal to arrive from Falkland Islands. The French gunboat "Volage" sailed December 12, not to return. The French party established the site of their observatory by lunar occultations previous to our arrival, but we had no such opportunity.

The Transit of Venus party came on board at two A.M., December 16, when we got under way and steamed out of the harbor, using the north channel instead of the one laid down in the chart. The tents and instruments had been sent off as soon as the party were through with them, but the frame houses were all left standing. The pyramid built by our carpenter's mate, Henry Pharoah, and used for the equatorial house, stood out like an Egyptian monument to commemorate the success of our expedition.

Our good fortune stood by us as usual, and we had delightful weather nearly all the return passage. We steamed nearly all the time, making sail whenever it would draw. When we arrived in the river Plate early Saturday morning, 23d instant, we experienced a little disagreeable weather, with rain and wind and moderately rough sea, but the good old ship went along beautifully, and arrived at the anchorage off Montevideo at sunset the same day. The storm cleared off just as we anchored, and the setting sun shone out from under the black clouds with beautiful effect. A magnificent rainbow arched the city, while the reflected sunlight from the windows and dome of the cathedral was almost as if a brilliant illumination to welcome us back again. We found the "Galena" at anchor, having just returned from target-practice. An immense mail was sent off by Mr. Evans, and all hands were absorbed in the news from home. Messrs. Bell and Stanley left

the ship immediately after our arrival, and proceeded home by the next steamer. Messrs. Very and Wheeler remained, and went back with us to Santa Cruz about January 3.

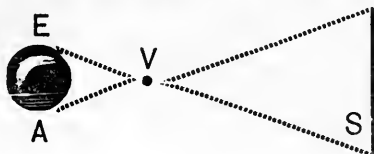
Christmas-day was hardly noticed on board ship, except in the messes, where the fresh provisions were heartily enjoyed, especially since we had been deprived of them so long. Lieutenant E. W. Watson reported on board for duty as navigator, relieving Lieutenant Moser, who, with Ensign V. S. Nelson, went back to the "Galena."

#### THE TRANSIT OF VENUS.

The object of the observations of Venus crossing the sun's disc is to find the distance of the sun from the earth, which distance then serves as a base-line by which to measure-distances in the heavens. To understand the methods it will be necessary to recall some rudimentary principles: if we divide a semicircle by its radius we get a quotient of 3.1416. A semicircle contains one hundred and eighty degrees, which, when divided by 3.1416, will give 57.295. Now, if we have a ball one foot in diameter, and place it at such distance from us that its angular diameter by a sextant is one degree, we know that the ball is a little over fifty-seven and one-quarter feet from us. If the ball is moved until it measures one minute it will be sixty times farther off, or 3437 $\frac{1}{2}$  feet, and if moved to measure one second, 206,264 $\frac{1}{2}$  feet, or about thirty-nine miles. The sun's angular diameter measures on a sextant thirty-two minutes, and if we divide the distance of a ball (one foot in diameter) when its angular diameter measures one minute, or 3437 $\frac{1}{2}$  feet, by 32, we get 107.4, which shows us that the distance of the sun is 107.4 times its actual diameter. But this gives no clue to the distance in miles, because we don't know the diameter of the sun in miles. The only way, then, to find this diameter is to find how many miles an angle of one minute measures at the sun's distance, and this is accomplished by observing the transit of a planet across the sun.

The earth's diameter is known within two hundred feet, and if

we know the earth's angular diameter its distance could be very readily found. Suppose, then, S to be a wall, V a ball, and that there are two observers at E and A with telescopes.



The observer at E looks toward V, and it appears to him to be at the lower point of S on the wall, while the other observer sees it at the upper end of S. The distance between the observers is known, and if the diagram represents the sun, Venus, and two points on the earth, the relative distance of Venus from the sun and earth can be used to find the actual value of the earth's angular diameter at the sun, or the parallax of the sun. The relative distances of the planets from the sun have been known for two centuries, from which we find that the distance from Venus to the sun is 2.61 times greater than the distance from Venus to the earth when Venus is between the sun and the earth.

The last transit occurred in 1874, from which the angular value of S was found to be 22.96 seconds of arc, which divided by 2.61 gives 8.8 seconds, the long-sought-for value of the sun's parallax. This brief account, however, does not include the refinements necessary to give anything like accuracy. The observers at E and A should be exactly at opposite points on the mean equatorial diameter of the earth, the motions of the earth and Venus should be allowed for, and a host of mathematical calculations made for refraction, heat, etc.

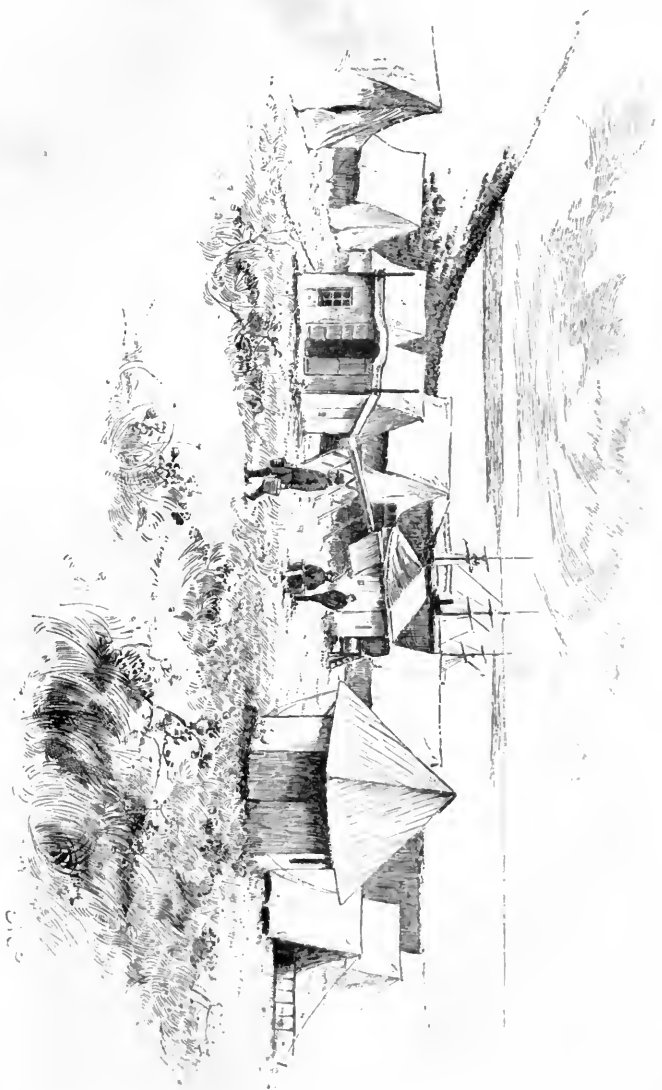
Knowing the sun's parallax to be about 8.8 seconds, the distance of the sun is computed by dividing the mean equatorial radius of the earth,—3962.72 miles by the sine of 8.8 seconds, which gives 92,882,917 miles as the distance of the sun from the earth. People naturally ask, where is the use of sending expeditions to

observe the transit, when the sun's parallax is already known? The answer is that the precise value is still uncertain; it is not known within a tenth of a second exactly. The variations in the heat and refraction of the light cause this uncertainty, while a hundredth of a second makes a difference of over one hundred thousand miles in the computed distance of the sun.

The usual method of observing the transit is to note the time when Venus appears to touch the edge of the sun, then to watch when it just appears wholly on the sun, and after that to wait about five hours until it appears on the other edge, and also as it ceases to be in contact. These four contacts constitute the observations by the equatorial telescope, but all the United States parties place their main dependence upon photographs of Venus as it crosses the sun's disc. In 1874 the photographic results obtained by the European parties were conflicting, so that they rely more on the observations of the contacts, but great refinement has been introduced into the photographic methods, and we believe our results will be the best.

The United States Naval Observatory sent out eight different parties. One party each at Washington, Cedar Keys, Florida, San Antonio, Texas, Fort Thome, New Mexico, Cape of Good Hope, Santiago, Chili, New Zealand, and Patagonia. All these parties were equipped with exactly similar apparatus, and being scattered and so far apart, it is almost certain that many of the observers had clear weather and good observations. "Camp Brooklyn" was the only one which was not in telegraphic communication with the rest of the world, and therefore the observations to establish the exact site of the observatory had to be made with the greatest nicety.

The camp consisted of a number of tents and houses arranged with regular order and surrounded by a ditch. The equatorial house occupied the southeast corner. It was shaped like a pyramid, and contained a large five-inch equatorial telescope with driving clock-work attachment. A small frame building con-



CAMP BROOKLYN, AT SANTA CRUZ, PATAGONIA.  
(From a photograph by Mr. Wm. Bell, of Transit of Venus party.)



tained the transit instruments, which were used to determine the latitude and longitude of the observatory. This also contained a chronograph, which was in electric communication with the equatorial house, chronometer room, and the shutter of the photographic house. This chronograph marked the time of each and every observation, and also of each photograph. The chronometer house was ten yards west of the transit room. This house was, as its name implies, the building for the chronometers, and also for a pendulum; this last, however, was not an essential part of the Transit of Venus observations, but for the Coast Survey service.

There were nine chronometers in use; three of them were in electric connection as break-circuit chronometers. One being regulated to keep sidereal time of Washington, one of Greenwich, and one of Greenwich mean time. Mr. Very had one chronometer which had no compensation, and which therefore showed all the effects of change in temperature. This served as a check upon the other chronometers, and exemplifies the nature of the exact accuracy required for these observations.

The photo-heliograph apparatus was in the centre of the camp. Its piers were forty feet apart, and were in line with the pier in the transit house. The photographic house was the dark camera of the ordinary photographic apparatus. The lenses instead of being in a small tube were, in this case, in a tube forty feet long. This tube was covered with a roof, and connected the house with the pier of the heliostat. The heliostat is simply a mirror so arranged by clock-work as to throw an image of the sun directly in the tube. The tube was horizontal, and had a measuring rod with thermometers attached in order to show all effects of expansion by heat, so as to determine the exact distance of the mirror from the negative plate. The clock-work cannot be made to follow the sun's apparent motion at all times, so that one of the party had to attend and keep the image in the tube by means of small tangent screws. The mirror was not silvered, but was simply a highly-polished glass specially constructed for the purpose.

The image of the sun was thus thrown into the tube very much like a small boy used to make the sun shine in the teacher's eyes at school by turning a bright piece of tin at different angles. This spot of light shines on the object-glass and through a plate with carefully-ruled lines; these lines cross at right angles and cause the photograph to be divided into a number of small squares, the centre square being marked with a cross. The negative plate was fitted into a holder on an iron pier firmly built on the ground. The bottom of the tube was provided with a slide, which moved in front of the plate and closed the bottom of the tube. The slide met an electric connection when pushed either way; this connected with the chronograph, and thus marked the exact instant each photograph was taken. This enabled them to take one picture in a minute and a half.

The rest of the camp consisted of rows of tents, five tents being in a row in rear of the chronometer house, and used as sleeping quarters for the party and the guard of marines. One tent was used for a storehouse directly in rear of the photographic house, while the row in rear of the equatorial house was of four tents, used for dining-room and kitchen and tents for magnetic observations. Mr. Very kindly explained all the details of the observatory, many of which are omitted here for want of space.

On the day of the transit Mr. O. B. Wheeler had a three-and-a-half inch telescope on a tripod outside of the transit house with which he observed the contacts, while Mr. Very observed with the larger telescope in the equatorial house. Messrs. Very and Wheeler took their posts at the telescopes five minutes before the computed time of the first contact. This occurred at twenty-one minutes after nine A.M., December 6. The first contact is always more or less doubtful, since it is difficult to determine the exact instant when an almost invisible body touches an intensely bright one. The observers noted the time by their chronometers when they believed the sun and Venus to be in actual contact. They then waited twenty minutes, until 9.41, when Venus was entirely



on the sun with its edge touching. At ten A.M. all four of the party went to the photo-heliographic apparatus, Mr. Wheeler being at the mirror to keep the sun in the tube. Mr. Very was at the shutter inside the dark photographic house with Messrs. Bell and Stanley, who handled the plates as the photographs of the sun were taken.

The position of Venus on the sun was thus accurately photographed during the time it was wholly on the disc. These photographs of the sun are four and a half inches in diameter, on which Venus appears like a small ball a little over an eighth of an inch in diameter, and each picture is divided into sixty-four squares to facilitate the measurement of the distance traversed by Venus in transit. It is manifest that if each photograph is true, and if the exact instant of time be accurately recorded, the whole period of transit can be perfectly recorded. They took in all two hundred and twenty-four pictures, and stopped just before Venus came to the other edge of the sun. Mr. Very and Mr. Wheeler resumed their posts at the telescopes at 3.15 P.M., and observed the third contact with the edge of the sun at 3.19, and the last contact at 3.39 P.M.

Messrs. Very and Wheeler differ very slightly in the observed times of the contacts. Each observer has his personal error, the amount of which must be ascertained by experiments with an artificial transit at the Naval Observatory at Washington. This consists in observing contacts of a black ball moved by machinery across a very bright screen. The observations to determine the latitude and longitude of the observatory were then continued until December 16, when the party returned on board the "Brooklyn" and took passage to Montevideo, where more observations were taken to definitely find the exact position of "Camp Brooklyn."

After the second trip to "Camp Brooklyn" the party went to Washington to continue their computations upon the photographs. These were packed in three different packages, each of which had

a full account of the observations. Each package was sent to Washington separately so that there should be less risk of losing all in case of accident.

The transit of Venus occurs alternately in eight and about one hundred and twenty-two years. The next transit will be in 2004. The first observations of the transit in modern times were made in 1761, when England and France both sent observers abroad, among whom Le Gentil, a French astronomer, had a very unfortunate experience. He went to the East Indies in a French naval vessel, and finding the port he intended to go to in possession of the English, then at war with France, he sailed for another port, but was at sea the day of the transit. He then determined to wait for the next transit, in 1769, supporting himself there in business and making everything ready for his observations. At length the long-looked-for day arrived and he was all prepared to make the observations. The sun rose clear, but just before the time the transit began a sudden storm arose, the sky became cloudy, and before it cleared again the transit was over. It was two weeks before the unfortunate astronomer could hold a pen to write his disappointment to his friends at Paris.

The commencement of the new year found us making preparations for the second trip to Santa Cruz. Stores were received in different departments, and the bunkers filled with coal, besides eighty-three tons in bags on deck between the guns.

Lieutenant H. O. Handy, who had been ill for several months, was recommended by a board of medical officers to remain in Montevideo, and was transferred to the British hospital for treatment during our absence. Master A. M. Knight was then temporarily transferred from the "Galena" to take his place and assist the three remaining watch officers.

We started fires under four boilers at one P.M. January 3, and got under way at 5.20 P.M. the same day, and started out under steam. In heaving up our port anchor a piece of a sheet of

copper was found on the chain, evidently torn off from the ship's bottom. This was at first supposed to have been torn from some place near the water-line, but its locality could not be seen, even when the ship pitched considerably during a subsequent gale.

We experienced good weather for the first five days of the passage, and we thought we would make an exceptionally good run, but head-winds, coupled with a moderate sea, reduced our speed considerably, though we continued on comfortably until one A.M. of January 10, when we got a regular sou'wester. The sea became very rough, and it blew so hard that we were obliged to stop the engines and lay to under close-reefed main-topsail, fore storm-staysail, and storm-mizzen, with which the ship behaved very nicely.

Land was sighted early in the morning, but we needed no beacons to designate our whereabouts. The furious wind was an old Santa Cruz acquaintance, and it seemed as if she had only come out to meet us at the door. The next day, however, the wind and sea moderated, and we then stood in through the north channel, crossed the bar, and came to anchor off Keel Point, in Santa Cruz River, at 12.30 A.M., January 11. We found the frame buildings of "Camp Brooklyn" still standing, and made use of the equatorial house as one of the bearings of our anchorage. Lieutenant Very and Mr. Wheeler went ashore in the afternoon, and took their instruments for making the magnetic observations with them, and at the same time commenced their series of observations for rating the chronometers.

We found no change in the general appearance of the vicinity. Guanacos were not as plentiful, owing to the drought, and officers and men took very little interest in anything except the ship. Only one seining-party left the ship, but they only caught a few smelt and some mullet; the latter, however, were in much better condition than during our first visit. We had boat drills and target-practice with small-arms on the beach, but, as the chronometers were not taken ashore this time, we did not have great-gun target-

practice. Great-gun firing is not likely to affect chronometers if ordinary precautions are taken, but the importance of having no shadow of doubt upon the results of our expedition necessitated deferring everything to their accuracy.

Friday, January 12, the Brazilian corvette "Parnahyba" came in and anchored near us. She had the Brazilian Transit of Venus party on board, in charge of Mr. Cruls, the celebrated Brazilian astronomer, from whom Cruls's comet is named.

The Brazilians had two stations in the straits, one at Sandy Point and the other on Santa Marta Island, near the second narrows. They succeeded in observing all four contacts, but did not use the photographic methods. Their expedition is coupled with a scientific exploration of the coast of Patagonia. This duty was the occasion of the "Parnahyba's" going up to Weddell's Bluff, whence she sailed for other Patagonian ports on the 18th of January.

The time interval for rating chronometers is ten days, but the weather was exceedingly disagreeable. It stormed so constantly and was so generally overcast with rain, hail, and snow, that we were detained until January 27. The bad weather laid up nearly all the officers in the wardroom. All of them suffered more or less with severe colds, and at one time there was only one watch officer able to do duty. The men did not seem to suffer so much, but colds were quite common, and all were heartily glad to get away.

The buildings at "Camp Brooklyn" were abandoned, not being worth transportation to the United States, and it is probable that Coronell, the squatter at the ranch above Keel Point, will convert them into comparatively palatial mansions.

Monday, January 22, the French gunboat "Volage" came into the harbor and brought us our mail from Montevideo. The "Volage" was on her way to Tahiti, and stopped outside to make some additional surveys upon the outer bar. She came in for the sole purpose of bringing us our mail, an act of courtesy in keeping with the usual politeness of the French people.

Captain Weaver took Mr. Richmond on board at Santa Cruz as a passenger in the cabin to Montevideo. Mr. Richmond is a citizen of Buenos Ayres, and was sent to Santa Cruz by the Argentine government with provisions for the relief of the people at the Argentine subprefecture, which he brought to Santa Cruz in the "Parnahyba" from Sandy Point. Mr. Richmond gave rather a glowing account of the productions of the soil on the islands in the river, and of large portions of Patagonia hitherto considered barren. He reported the fisheries as being very valuable, and that some portions of the coast are rich in bird guano. Space will not permit a description of the country and the Indians who inhabit it, but those who wish information about the resources of Patagonia are referred to Muster's "At Home with the Patagonians," which is considered by far the best on the subject.

The weather finally cleared on January 26, and enabled Mr. Very to complete his observations, and there being no further cause for us to remain, we got under way at eleven A.M., Saturday, January 27, and gladly bade farewell to "Camp Brooklyn" without any desire to visit the place again. Though our experience at Santa Cruz was far from pleasant, yet the eminent success of the astronomical observations will leave only pleasant memories of the expedition.

The passage back to Montevideo was the best we had yet made. The weather was remarkably fine, and one day we logged a distance of 202.6 miles. We arrived at Montevideo at eight P.M., Friday, February 2, and exchanged signals with the "Galena" as we came in. Commander Batcheller came on board as soon as we had anchored and informed us that Captain Weaver was commander-in-chief of the station.

Admiral Crosby left Montevideo on January 28, in the royal mail steamer "Trent" for London, where he expected to receive instructions to take command of the Asiatic Squadron. The admiral was accompanied by his wife and Lieutenant Marix. They all went direct to Southampton and thence, *via* the Suez Canal, to

Hong-Kong. The admiral was very anxious to take Lieutenant Allibone with him, but the Department refused to permit his taking more than one, and Mr. Marix had the first choice. We hoisted the senior officer's pennant at the mizzen at eight A.M., February 3, and Captain Weaver assumed command in the following squadron order:

Squadron Order }	U. S. S. "BROOKLYN," MONTEVIDEO, URUGUAY,
No. 1. }	February 3, 1883.

Rear-Admiral Pierce Crosby, United States Navy, having resigned the command of this squadron, I have assumed command from this date.

All squadron orders now in force will remain so until otherwise directed.

A. W. WEAVER,

Captain U.S.N., Commanding, U. S. Naval Force,  
on South Atlantic Station.

The same day the chaplain returned on board from leave, and Midshipmen Ripley and Snowden, of the admiral's staff, the printer, band, and bargemen, all came back again from the "Galena," the precaution taken against bringing cockroaches from her being quite an incident in connection with their return.

The usual offers of service were tendered by the foreign men-of-war in the harbor, and we settled down into our old routine. Sunday, February 4, held general muster, when the above order was read to the ship's company. The next week we coaled ship, set up the rigging, painted the yards and masts, tarred down, and completely overhauled the ship. A fresh coat of paint outside finished the work, and her fine appearance can be justly described as reflecting great credit on all. General liberty for forty-eight hours was given to the crew in detachments of fifty at a time, and their prompt return and good behavior on shore spoke well for the discipline. Upon our return we were very much pleased to find Mr. Handy convalescing, and by the 10th he recovered and resumed his duties on board. The "Galena" sent our saluting battery back to us on the 7th and the barge a few days later.

We were very sorry to hear of the sudden death by apoplexy of Admiral Baron Grivel, of the French navy, on board the "Pallas." He assisted at the reception of the Emperor of Brazil on board this ship at Rio; he was very much beloved, and his death is a great loss to the French navy. Captain Weaver joined with the French ram "La Bourdonnais" in half-masting the colors, and he also fired a salute of fifteen minute-guns in his memory.

Washington's birthday was only observed officially. The ship was beautifully dressed, rainbow style from sunrise to sunset, and at noon we fired a national salute of twenty-one guns. All the foreign men-of-war and most of the shipping in port also dressed, while the fort on Mount Cerro joined in the salute. The "Galena" was not present to join with us in these observances, as Captain Weaver had sent her to Colonia on the 15th, where she had opportunity for boat drills and landed a naval brigade to camp out for several days, while an effort was made to destroy the roaches with which she was infested.

#### THE TRANSIT OF VENUS.

By W. ANDERSON, seaman, United States Flag-ship "Brooklyn."

The sun was setting brightly  
O'er Montevideo Bay.  
It shone upon a ship of war  
That at her anchor lay,  
And everything on board of her  
Looked neatly, trim, and bright,  
And under her mizzen peak  
She flew the stars and stripes.

I thought I'd go and join her,  
For there was no work on shore,  
So I went to try my fortune  
In a Yankee man-of-war.  
I joined this well-known war-ship,  
The "Brooklyn" was her name,  
The flag-ship of our station,  
And from New York she came.

I scarcely had been on board  
Above a week or more,  
When we received the orders,  
To our disappointment sore,  
To steam away for Santa Cruz,  
Where nothing's to be found  
But barren hills and sea-birds,  
With which it does abound.

We sailed and reached the river,  
And a boat was sent on shore ;  
To find a place to pitch our tents,  
They quickly did explore.  
The sea-birds rose in thousands  
With thrilling cries and screams,  
The penguins formed like soldiers  
To welcome us it seemed.

Early next morn we started  
To get our stores on shore ;  
There were heliographs and telescopes,  
And I could not say what more.  
And when our work was finished,  
Having so long to lay,  
We got up fishing-parties  
To pass the time away.

We went to Penguin Island,  
It was covered with low brush,  
And many hundred gulls' eggs  
Were collected there by us.  
Whilst we were hauling the seine,  
And the officers firing powder,  
We always found plenty of cooks  
For dishing up fish-chowder.

And so the day came quickly on  
For Venus to appear ;  
The morning broke in splendor,  
The horizon was clear.  
The astronomers at their places  
Observed Venus on the sun,  
And took 224 photographs,  
Which surely was well done.



And now our task being finished,  
And glad enough were we,  
We bid adieu to Santa Cruz,  
In South Ameriky.  
I think that I will now conclude,  
But all I've wrote is truth,  
I've sketched to you the outlines  
Of our trip to Santa Cruz.

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## CHAPTER VIII.

Montevideo—The Carnival Festivities in 1883—Full Accounts of the "Pom-ito" Warfare with the Montevidean Belles—The Masked Balls at the Clubs in Montevideo—Scientific Evolutions on Board the "Brooklyn" to determine Tactical Diameter—Departure of Naval Cadets for Examination at Annapolis—A Visit to a Saladero—Description of the Principal Industry of Uruguay—The Fire Department at Montevideo—Gallant Conduct of Several of the Crew of the "Brooklyn"—Surprise of the Citizens at the Intrepid Bravery of the "Yankee" Sailors—A Bull-Fight at Montevideo—Description of the Actors and the Bull-Ring—Arrival of a Paraguayan Man-of-War at Montevideo—Brief Sketch of a Thrilling Incident in the Paraguayan War.

## THE CARNIVAL OF '83 AT MONTEVIDEO.

THE word carnival is derived from the Latin *caro*, meaning flesh, and *vale*, farewell,—farewell to flesh. It is the name of a festival observed in Roman Catholic countries immediately before the commencement of Lent. Carnival is observed in many of the cities of Europe, notably Rome, Florence, Nice, Barcelona, and Madrid, and in the Spanish-American cities of South America. In the United States its observance is limited to a few Southern cities, such as New Orleans, Memphis, and Baton Rouge, and only one day, the third, Mardi Gras is observed. In these cities the celebration consists only in a grand expensive procession, where the king of the carnival, Rex, is represented by the person sub-

scribing the most money to defray the expenses of the procession, and it was stated that in 1882 the price paid at New Orleans for this honor was fifteen thousand dollars. Fancy-dress and masked balls are also given Mardi Gras night. This year Carnival fell on the 4th, 5th, and 6th of February, and at Montevideo the 11th was also observed, when the burial of King Carnival took place.

The principal streets (named after historical dates)—the 25th of May and the 18th of July—were spanned by arches, which were ornamented with small flags of various colors during the day and with colored gas-jets at night, thus giving the city a very brilliant and fantastic appearance. Until the afternoon, with the exception of these decorations, there was little to indicate the presence of Carnival except the stands at the corners and numerous small boys peddling pomos and pomitos. As these form one of the most important features of the festival, a description of them may prove interesting to the reader. They are similar to the tubes for artists' oil colors, and consist of a soft leaden flask closed at the lower end and with a pin-opening at the other; this is closed with a little screw cap, and the whole flask covered with fancy decorated paper. By removing the screw cap and squeezing the pomo a small stream of perfumed water is thrown out. Pomitos are simply small-sized pomos. These were sold in thousands, and cost, according to size, from two to twenty cents.

About three o'clock in the afternoon the streets commenced to present an animated appearance; groups of men and girls in dominoes and masks began to promenade, and small processions of "companaras,"—boys and young men in costume with blackened faces,—led by a few pieces of music, also paraded the streets. Water was the ammunition relied upon by everybody, and, whether thrown from pomos, pomitos, paper bags, buckets, or from a hose attached to a street hydrant, was received in good grace by every one, and with genuine amusement by spectators. Every one, from the small child to the old man, was armed with pomitos and ready to do battle. Ladies in the windows were ready to squirt them

on the passer-by, and those on the balconies threw water down upon the unlucky pedestrian and upon those in the open carriages. As a rule the gentler sex received the greatest attention, as men seldom took the trouble to attack each other.

Ladies seldom appeared on the street unless in domino and masked, but many during the evening were out in carriages, those wishing only to see the fun having the windows closed, but those desiring to participate in open carriages. The occupants of these were generally in costume and masked, and fully prepared to not only resist, but to open an attack at any time. The fun was at its height from seven to ten in the evening, and then the streets were crowded. Carriages slowly drove up and down the streets, and their occupants were the objects of attack from every one, men not only walking alongside of them discharging pomitos, but in some instances getting on the carriage steps and taking a ride, at the same time having a pitched battle with the fair ones inside, and often being compelled to beat a retreat. Wherever a female was seen, either on the street, in the shops, or in the windows, she was the object of attack. In many cases they were fully prepared to return the compliment and did not wait to be attacked, as was exemplified one evening at the English Club when a party of girls took possession and drove the occupants out. During the evening gentlemen called upon their lady friends, sometimes in dominoes and masks, and they generally received a wet welcome, as several officers ascertained who tried the experiment, for at one house they were almost submerged by several young ladies.

About eleven the fun for the day was over and people went home to dress for the balls. These masked balls were very numerous, as many as eight or ten every evening. Montevideo is a very cosmopolitan city, and the different nationalities have their separate clubs, the Uruguayan, Spanish, French, Italian, and English being the principal ones. The members of these clubs, with the exception of the English, gave one or more masked balls during Carnival, and very kindly extended invitations to the offi-

cers of the "Galena" and "Brooklyn." In addition to these balls there were several subscription and public balls at the prominent theatres. No one appeared at the ball-rooms until after midnight, and they were still crowded at daybreak, and as the club-rooms were situated very near each other, many of the officers visited several the same morning. The decorations of the club-rooms, the music and refreshments, were very fine, but dancing was of minor importance, as every one seemed to prefer to promenade, talk, flirt, etc. Still, dancing was carried on to some extent, the polka and mazourka being the most prominent dances noticed, the rooms being too crowded to indulge in the popular quadrille. Gentlemen were not masked, except in a few instances, at the Spanish and Italian clubs, but were in evening dress, and the officers in full uniform, which added to the brilliancy of the rooms. As the club balls of Montevideo, especially at Carnival, are noted for the beauty of their lady guests, we were prepared in part for the scenes in which we participated, but regret our inability to do anything like justice to the beauty and wit we encountered, or to a description of the toilets and costumes we observed.

The principal object of the ladies seemed to be to disguise themselves without attempting to copy any particular costume, and although many were very rich and beautiful, still one noticed the absence of the usual characters, such as Red Riding-Hoods, Shepherdesses, Gypsies, etc. This absence of characteristic costumes, and the fact that most of the ladies adopted a high, shrill tone of voice in talking, made it almost impossible to recognize most of the ladies, and many laughable mistakes and surprises took place in consequence. Ball-room etiquette in South America differs greatly from ours at home. A young lady goes to a ball with her chaperon, sits near her, and hardly ever is out of her sight, except to dance with some approved person, and such an event as going out in the conservatory or balcony for a little air, or out on the stairs to have a little cream and a great deal of flirt-

ing, is almost unknown. During Carnival, in contradiction to the usual custom, ladies are allowed the greatest license. They walk around the ball-rooms unaccompanied by escort, and talk, flirt, or dance with any one they wish to, and seem to try and make up for the restrictions imposed upon them since the previous Carnival, and this latitude, combined with their beauty and wit, makes one fully realize the truth of the traditions handed down of the South American beauties. Gentlemen also have the privilege of speaking to any lady in mask, so no participant could blame any one but himself or his deficiency as a linguist if he failed to enjoy himself to the utmost.

The general opinion of all the officers attending the balls was that they were most thoroughly enjoyable, and they are deeply indebted to the officers and members of the several clubs for the invitations and courtesies extended to them.

Sunday, the 11th, was the last day of Carnival, and every one seemed possessed with the idea of making up for the loss of any fun they had missed during the previous days. During the afternoon the ceremony of the burial of Rex, King of the Carnival, took place. A procession paraded the streets, headed by a man on horseback dressed in black, with a high hat and crape trimmings; he was followed by four men bearing a litter, on which was supposed to be the body of King Rex. Then came a man dressed to represent the devil, after him a band of music, and the remainder of the procession consisted of numerous maskers in various costumes. They marched through the principal streets to the upper plaza, where a mock religious ceremony took place, and then the supposed remains were escorted to the place of burial, where instead of the man the body of a pig or horse was substituted and buried. That night the ball at the Uruguayan Club was a particularly fine one; it was largely attended by the fashionable society, the diplomatic corps, and foreign naval officers. It was a grand success, and a fitting finale to the Carnival of '83.

## CHANGE IN THE DUTIES AND TITLES OF OUR JUNIOR OFFICERS.

An order from the Navy Department, in accordance with recent act of Congress, changed the title of cadet-midshipmen and cadet-engineers, all of whom are designated as naval cadets, and an equal degree of proficiency is required of them as line officers and engineers. In consequence of this the naval cadets exchanged duties,—Mr. Parsons and Mr. Perry to serve as engineers, while Mr. Beach and Mr. Smith perform the duties of line officers.

Monday, March 5, we got under way and stood down the river for the usual quarterly target-practice with great guns, and to make additional observations of the steaming and steering qualities of the ship and the effect upon the compass by heeling the vessel on different sides.

We arrived at a suitable place for making these experiments at about 11.30 A.M., and at once proceeded to work ship for ascertaining further particulars in regard to the turning powers of the ship. The ship described twelve circles around two buoys, which were picked up after each complete turn. The circles were made under full power, two-thirds, and one-half. The drift angle was also computed for each circle. The necessity of knowing this is clear, when we remember that a ship's speed is materially reduced when turning. The loss of speed is generally attributed to the resistance of the rudder, but this cannot account for all the loss. A ship in turning necessarily goes more or less sideways, and this broadside movement offers great resistance and reduces the speed. The drift angle determines how much it is, and thus the entire loss of speed can be accounted for.

We came to anchor at seven P.M. with everything in readiness for continuing the experiment. At 6.30 the next morning we again got under way and swung ship for compass error, steaming around on every point of the compass. These observations could

only be made about two and a half hours before and after noon, and the interval was utilized by having the quarterly target-practice. We went to general quarters at 12.30 P.M., and fired three rounds from the pivot guns and six from the broadside battery at a regulation target, thirteen to fourteen hundred yards distant. The best shot was made by James Millmore, second captain of No. 8 gun. We resumed the compass observations at 2.15 P.M., and finished the second series at 5.15 P.M. The next day was cloudy, and we were obliged to wait until Thursday before continuing the experiment. The ship was then listed over to port in the forenoon, and to starboard in the afternoon, thus completing the entire set of observations.

At six P.M. we returned to the harbor, and Captain Weaver brought the ship considerably nearer the city than we had ever been before. After which the crew had their regular routine duties and drills with but little to modify their uniformity. The ship was dressed with bunting, rainbow style, three times in the month of March, to celebrate foreign national holidays: on March 14, the anniversary of the birth of the Empress of Brazil and also that of the King of Italy, the Italian and Brazilian flags were displayed side by side at our main and two national salutes were fired at noon; on the 22d, the birthday of King William, the Emperor of Germany, and on the 25th, the anniversary of the coronation of Dom Pedro, the Emperor of Brazil. The last happened on Easter-Sunday, and the ship's appearance dressed with bunting seemed especially in harmony with the great Church festival, the weather being perfect.

The mail which arrived on the 17th instant brought the orders for the naval cadets to proceed to Annapolis for examination. Captain Weaver immediately sent telegraphic orders to Commander Batcheller to return here with the "Galena," which arrived accordingly early on Monday morning, March 19. The naval cadets of both ships were all detached on the 22d and took passage in the Royal Mail steamer "Minho" for Southampton, whence

they proceeded to New York, and arrived at Annapolis about the 15th of May, 1883. Messrs. Parsons, Perry, Smith, and Beach, of this ship, left with our best wishes for their success. They all made a host of friends on board, and we regretted losing them very much. These young gentlemen are very seriously affected by the Congressional legislation of 1882, which enacted that only ten of the entire class should be admitted into the service, and that all others who should pass their final examination should be given one thousand dollars and then mustered out. The ward-room officers gave the young gentlemen a farewell breakfast the day they left, and although all were pleased with the idea of going home, yet they found that after all the "Brooklyn" had been a pleasant home for them for eighteen months, and they could not leave without regretting the parting from so many true friends. The names of the seven young gentlemen who were also detached from the "Galena" at the same time are: Messrs. Linnard, Printup, Colwell, McKee, Whitham, Bankson, and Donnelly, who left with the best wishes of their friends for their future success.

During March, 1883, the health of the officers and men of both the "Brooklyn" and "Galena" was excellent; indeed, this has been the experience the whole cruise, except during our last visit to Santa Cruz, when a great many suffered with slight colds.

The officers then had several little gatherings on board and one small german, which was particularly enjoyed by those who are fond of dancing.

#### A VISIT TO A SALADERO.

The principal items among the exports of Montevideo are products of the saladeros, or jerked-beef establishments in this vicinity, and as the methods adopted by the "Orientals" are very different from those in the United States, a brief account may be interesting to the reader. These saladeros are situated in the valley between the peninsula on which the city is built and the "Cerro," and extend along the eastern base of the latter to Cibils's large



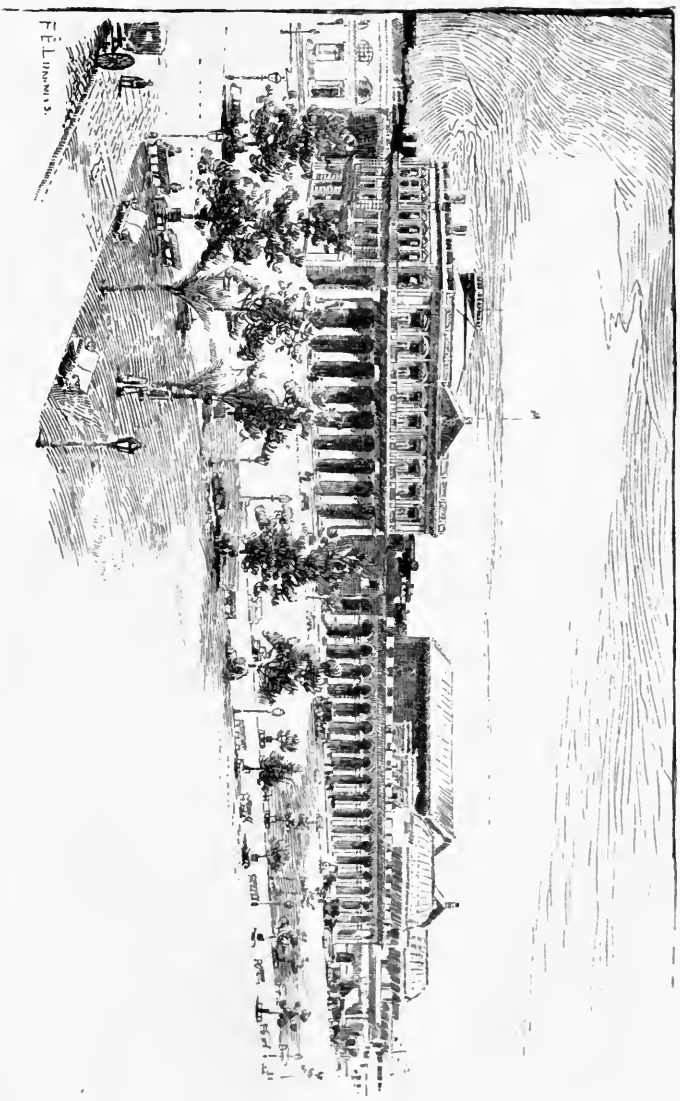
dry-dock. The *saladero* we visited is composed of a number of buildings, sheds, yards, and cattle-pens, all of which occupy an area of about five acres. The cattle were in the corral extending around two sides enclosed by a high fence. This corral has a long fenced lane, one end of which is closed by a sliding-door raised and lowered by pulleys; inside of this there is a small floored slaughter-pen with a platform on two sides, and with a stout horizontal bar on an opening just opposite the sliding-door. This bar has a stout ring and pulley secured at its centre, through which a line is rove with a lasso on one end, while the other leads outside the pen and is attached to the traces of a horse.

Upon this occasion fifteen or twenty bulls were driven into the slaughter-pen and confined there by lowering the sliding-door. The floor was kept wet and slippery, so that when they lassoed a bull and attached the horse to the line he was readily hauled up with his head close to the centre of the bar. The floor at this place was cut out to admit a low, zinc-covered platform-car, the floor of which was on a level with the floor of the pen. A man with a small two-edged knife stood on a platform opposite the bar, and as each bull was hauled up, quickly stabbed it between the horns to sever the spinal column, which resulted in instant death in every case. The bull dropped on to the car, which was then hauled out into a long dressing-shed arranged with shelving paving-stones on the right side leading to a gutter, whence the blood ran off, and with tables and hooks on the other side. The carcasses were thrown on these stones and dressed while lying down. The head and tail were cut off, and the hide then skinned off from the uppermost side and rolled back to form a mat, on which the meat was dressed without soiling any portions. The flesh was removed clean from the bones and placed on the tables. The joints and bones were all cut out, leaving large slabs of meat. The entrails and refuse matter were dragged off to a receptacle in one corner, whence they were subsequently carted off. The slabs of meat were then sliced in a peculiar manner to form large hide-shaped

sheets of exactly even thickness, generally one inch. These sheets are formed by slicing with sharp carvers. A slab, say four inches thick and about two square feet, is sliced to leave one inch thick below and three inches thick on top; the three-inch slice is not severed but thrown back on the table, where it is two inches higher than the first part; the knife then slices off to leave a second sheet one inch thick, the two-inch piece is then thrown back beyond on the table. This piece is then again sliced, and the whole forms one sheet of beef one inch thick, two feet wide, and about eight feet long. Great care and skill is necessary to obtain thin, even sheets, in order that the meat may be perfectly cured. These sheets are then hung upon the hooks to cool, whence they are taken to a large tank of brine in the building at the end of the dressing-shed. The beef is left in the tank for several days, and then piled up, with layers of salt on each sheet of beef. This is left for two or three days, when it is washed, and then carried out to dry on poles in the sun in a separate yard on the left, and special care is taken that it does not get wet.

This jerked beef is exported to Brazil and Cuba, and serves as food for the army and slaves. France also receives a large supply. It is of a dirty-yellow color and does not appear very palatable, but it is very good. The hides are taken to a building on the right of that containing the tanks and treated in the usual manner. The blood is run off to waste from the gutter, while all the scraps, bones, and refuse matter are gathered and taken to the boiler building, the second floor of which is on a level with the above pavement. This is then emptied into a series of boilers, where it is boiled down and converted into tallow. The bones are used as fuel for the boilers, and the ashes collected and exported as bone-ash for fertilizers.

The skill and quiet method of the whole series of operations won our admiration. Some idea of the extent of these operations may be conveyed when we learn that one hundred and thirty-



THE GOVERNMENT BUILDINGS AND PLAZA INDEPENDENCIA AT MONTEVIDEO.



five thousand head of cattle were slaughtered in the saladeros during the month of February alone.

#### MONTEVIDEO AND ITS FIRE DEPARTMENT.

THE GALLANTRY OF SOME OF THE CREW OF THE "BROOKLYN" AT A FIRE ON SHORE.

The city of Montevideo is one of the handsomest and cleanest of cities one will meet on any cruise. The houses are handsomely decorated with Italian art, and though it is all plaster and colored wash, yet it certainly does look well. The streets are wide, and well paved with square granite blocks and flag sidewalks, and are drained by the natural slope of the land. The dwelling-houses in Montevideo are generally built of one story. They have wide ornamental front doors, usually of hard wood, which are always provided with a knocker instead of a door-bell. These knockers are as a rule quite as effective as our door-bells, though whenever we have used them, our first impulse has been to hammer like an auctioneer, and we have always been surprised at the prompt answer. The door opens upon a wide hall leading to a small court, which is not roofed over. The rooms are arranged to enclose the court on the sides with their doors opening into it. The ceilings are as a rule very high, but no attention is paid to their proper ventilation. Twelve and fourteen feet stud is quite common, even when the house is an *alta*, one which has two or three floors. The people there have become so much accustomed to houses with but one floor that when they do occupy an *alta* they are arranged as our flats, separate families on each floor. The interior of the house is generally plainly furnished, but elegant crystal chandeliers are very much the fashion. Stoves and fireplaces are very rare except in the kitchen, and in winter the people wear their wraps in-doors instead of having their rooms artificially heated. The winters are, however, not very severe, though the thermometer frequently falls below the freezing-point.

This fact and the almost fire-proof nature of their houses gives them such immunity from fires that an alarm of fire is a very rare event, so much so that they have neglected the organization of a regular fire department and have left it as one of the minor duties of the serenos (police). The serenos have several old-fashioned suction-engines and hose-trucks which can be used in connection with the supply from the city water-works, and the crews of men-of-war in the harbor are relied upon to save them if a fire gets any headway.

A fire broke out about two P.M. on the 15th of March in a stable on Andes Street, in the southern part of the city, which, but for the timely arrival of some of our crew, might have proved a serious conflagration. Richard Walsh, bugler; John Dolan, fireman; Emil Ziebarth and Charles J. V. Iverson, ordinary seamen; Wm. Sinnott and Harry Forkin, landsmen; and naval apprentices Barrett, Bryan, and Natteford, of the "Brooklyn," were ashore on liberty when the alarm was given, and they were the first to arrive on the scene. These men at once threw off their blue jackets and sailed in to put the fire out in a seamanlike manner. Natteford, Ziebarth, and Iverson rushed into the burning stable and released the horses, while Dolan, Barrett, and Bryan mounted to the roof of the adjoining three-story house, which was directly over the seat of the fire, and burning on that side. They procured a rope from some of the inmates and sent it down as a hauling-line for the hose, which had been brought in the mean time by the serenos. They had some difficulty in making themselves understood, but succeeded by gestures in making the astonished serenos both understand and obey them as recognized leaders. Walsh and Forkin assisted in getting the hose up, and Dolan had to come down to show them how to couple two sections of hose to reach. This was all done very quickly, and the stream of water from the engine worked by the serenos was so well directed that the house was saved from the flames. The men on the roof then gradually fought their way down and into the blazing stable, when

they were reinforced by two detachments of sailors from the Argentine ironclad "Andes" and the French gunboat "Tactique." Our men, however, still had charge at the most critical point in the stable, where Forkin and Bryan were fighting the flames with a good stream of water, when the roof was observed to be about to fall in. This roof was of sheet-iron, supported by wooden rafters, and while the serenos were trying to persuade the men to look out for themselves, Barrett coolly went in and, with a shout to Bryan to "stand from under," knocked down the main support and allowed the roof to fall in and smother the flames.

After Natteford, Ziebarth, and Iverson had released the horses they joined Sinnott in removing the furniture from the house, and rendered invaluable services. Walsh was everywhere, and was recognized by the citizens as if he were the officer in charge. The next day the morning papers gave full accounts of the scene, lavished praises and thanks to our men for their gallantry and services, and contrasted their acts with the terrified helplessness of the serenos in the emergency. No translation could do justice to the phraseology used by the *Ferro Carril* in describing their admiration of the men on the roof fighting the flames, each description of the several daring deeds being interlarded with "Oh, those Yankees!" "How reckless!" etc.

The captain of the port then requested co-operation of the commanders of men-of-war at anchor in the harbor in the event of fire in the city and port. The following signal will be made at his office in case such assistance should be needed: "In case of a fire at night, three rockets will be fired and a red light hoisted on the flag-staff at the wharf if it be in port among the shipping, a green light for fire in the northern part of the city, and a white light if in the southern part of the same. In the event of a fire breaking out during the day, the same signals will be made by flags,—red flag if in the port, and green or yellow flags for the northern or southern parts of the city, respectively."

Captain Weaver directed that the vessels of this squadron

obey this signal if the weather and other circumstances permit, and that a detail of twenty men be sent on shore to report to the captain of the port whenever the signal shall be made.

#### THE NATIONAL SPORT OF SPAIN.

##### FULL DESCRIPTION OF A BULL-FIGHT.

The great national amusement among all Spaniards, and in general Spanish-speaking people, is bull-fighting, which to other people is a most revolting and barbarous custom. It is attended by all classes, ages, and sexes, high- and low-born, old and young, males and females. In Spain and the Spanish-American countries it is principally practised. In Peru, notably in Lima and Callao, this sight is not so revolting, as the most sickening feature, the killing of the horses, does not occur. There the horses are given some chance and are not blindfolded, but are trained to avoid the bull, which they do so skilfully that they are seldom or never hurt; but in Spain and Uruguay the sight may be witnessed in all its horrors. In those countries the poor horses are blindfolded (generally in one eye, which is always kept towards the bull), and are led up to the bull all unconscious of their danger until the sharp horns open an ugly hole, from which their life's blood pours in torrents. The bull-fights in Spain are the most revolting in the world, probably as the bulls of that country are more ferocious than any others, and often nine horses are seen at one time stretched on the ground the victims of a savage bull. In Madrid and Barcelona occur the most celebrated fights in Spain, and at a certain fight in the latter city not many years ago the people were so excited that they had their valuable carriage-horses brought into the ring, only to be torn and rent by the infuriated beasts. In Lisbon the bull-fights are very amusing, being devoid of all the sickening horrors, as they simply play with the bull and do not kill him. His horns are sawed off so that he can't hurt any one. The capeadores and banderilleros are the actors in these fights. In Montevideo they occasionally have amateur fights, which are



more or less amusing, as the bull's horns being thickly padded he can hurt neither man nor beast. He is always killed, however, the amateur matador being coached by a veteran. In Lima on a certain day a tilt-board was brought into the ring and on each end was a man. It was very laughable to see the bull charge for the man whose end of the board was down and which was instantly raised by the other man, allowing the bull to pass under. Once the bull turned quickly and caught his man down, but fortunately did not hurt him, and before he could do so his attention was drawn away by the bright shawls of the capeadores. Sundays and feast-days are the days generally selected for this amusement, and for a couple of hours before the commencement of the fight the streets are lined with carriages and trams (horse-cars) filled with people on their way to La Plaza de Toros (Bull-Ring). For several days before the fight the day and hour of *la corrida de toros* (the bull-fight) is posted in the principal streets and plazas, giving the names of the matadores or espadas (the men who do the killing), the number of bulls to be killed, and the price of admission, which in Montevideo is one dollar and a half on the shady side, and one dollar on the sunny side, but when Spanish bulls are to be fought the prices are raised respectively to three dollars and one dollar and a half.

Although most of us had seen a number of bull-fights, our curiosity was aroused by a new feature in the amusement, a fight between a tiger and a bull; so accordingly several of us from this vessel availed ourselves of the opportunity, and on April 8 started out for the bull-ring. A ride in one of the trams of the Tram via del Centro of about fifty minutes took us within three blocks of the ring. The ride alone well repaid us, as it took us through a beautiful country, the roads of which were lined with the handsome quintas (country-seats) of the rich. On arriving at the ring we saw a red flag over it with this inscription "Hoy toro," meaning literally "Bull-fight to-day."

Having paid our entrance-fee, we passed in and took our seats.

The bull-ring is a massive circular structure of solid masonry without a roof, resembling the ancient Roman amphitheatres. It has a seating capacity for about five thousand people. The seats, stone steps, are hard and uncomfortable, but for the small price of ten cents cushions can be hired. The inner ring, where the bull is fought, is about three hundred feet in diameter, and is enclosed by a wooden fence about four feet high to prevent the bull from getting within the outer ring, where the bull-fighters retire when closely pressed. Occasionally an active bull leaps this barrier, and then is witnessed a lively scramble for safety. The audience are safe, as the lower seats are about four feet from the ground, and are further protected by roping. A guard of soldiers preserves order, and one of the government bands furnishes music. At several intervals in the wooden fence enclosing the inner ring are openings to allow a hard-pressed fighter to escape to the outer ring, and these are overlapped by shields of wood just far enough from the fence to allow a man to squeeze in. These shields have a bull's-eye and ring, similar to a target, painted on them in white, so that the men can readily distinguish their retreat. Boxes in rear of the seats are covered with a roof, and in the one directly opposite the enclosure from which the bulls enter the ring sits the President of Uruguay and other officials.

Our first sight on entering the ring was a large iron cage, about twenty feet long by ten feet wide, in which were a bull and a tiger, they being separated by a partition of boards. On this particular day three bulls were to be killed before the combat between the bull and the tiger was to take place. At last the hour of the fight, three P.M., arrived, the band struck up a march, the gates were thrown open, the grand cavalcade entered and marched around the ring and out, each man saluting as he passed the president. First came the matadores, then the picadores, banderilleros, capeadores, and a chulo. The picadores are mounted on horses, have their legs heavily padded for protection from the bull's horns, and are armed with long poles having short spikes in

them, with which they torture the bull. The banderilleros are the men who plant a sort of dart (called a *banderilla*), about two feet long, in the bull's neck to assist in torturing him. These *banderillas* are covered with gayly-colored paper and have sharp barbed spikes in them. The *capeadores* each have bright-colored shawls or cloaks in order to attract and worry the bulls. A *chulo* consists of three horses harnessed abreast, dragging a large hook, used to drag out dead bodies. The bull-fighters are dressed in knee-breeches, gayly-trimmed jackets, and have their hair done up in a long queue. Suddenly a bugle near the president's box sounded, the *picadores* (generally two) and the *capeadores* (generally six) entered the ring, and the first stage of the fight was about to commence. A gate was opened and the first bull appeared. He was quite a ferocious one, and as, according to custom, he had been well tortured until he was frantic with rage, he at once charged for the first object that met his eyes, which happened to be the tiger in the cage. He struck the cage a heavy blow, which shook it well and made us feel rather uneasy for fear he would knock it down and thus liberate the tiger. Happily, it stood that and subsequent charges of the other bulls. Now the sport commenced. The *capeadores* flung their bright cloaks in the bull's face, thus attracting him away from the cage, and he dashed madly after first one and then the other, but they always skilfully avoided him, though sometimes he would press them so closely that they would have to retreat behind the shields. Occasionally a shawl would catch on his horns, when he would stand and stamp on it, and it was difficult to draw him away from it. The *picadores* now began to torment him by pricking him with their lances. They would drive their horses up to him, they being unconscious of their danger on account of being blindfolded. Several times the bull charged the horses, but the *picadores* warded him off with their lances. At last he saw his opportunity, and with lowering head he charged one of the horses and drove one of his sharp horns deep into his breast. This brought down the house, and cries of "*Bravo, toro!*" (Well

done, bull!) were heard on all sides. We looked upon it in a different light, for it was a sickening spectacle to witness the poor brute tottering around the ring with his life's blood pouring from the gaping wound. The horse was at once led out of the ring, and was in all probability soon released from his sufferings. After all, it is probably about as easy a death as a horse could die. These horses are not valuable ones, in fact, they are generally very poor ones, so their loss is not missed. Another horse was at once furnished the dismounted picador, who was loudly applauded for his success in getting his horse killed. The bull now charged another rider, dismounted him, killed his horse, which fell on him, but before the bull could injure him his attention was drawn away by the ever-active capeadores, and he was extracted from his perilous position by his comrades.

A bugle announced the second stage in the fight. The remaining picador withdrew, and several banderilleros entered the ring. Each man was armed with two of the sharp-barbed banderillas, and pointing them towards the bull invited him to charge, which he promptly did, the banderillero skilfully planting his banderillas into his neck, at the same time nimbly jumping aside to avoid the bull's horns. This operation was repeated until about six banderillas were hanging in the bull's neck. They seemed to make him more frantic than ever, and he bellowed and tore around the ring and endeavored to shake the banderillas out, but being barbed they kept in place. The bull by this time having been worked up sufficiently, the bugle again sounded, and the third and final stage in the fight commenced. The banderilleros withdrew. It will be observed that the capeadores remain in the ring all the time in order to attract the attention of the bull from a closely-pressed comrade. The matador now entered. In his right hand he carried a long, straight, double-edged sword, and in his left a bright-red cloak. Bowing to the president, he advanced to the assault and flung his cloak in the bull's face, being assisted by the capeadores. On came the bull, but the matador nimbly stepped

aside, which he did several times, in order, probably, to get accustomed to the bull's movements. At last he took his position, and firm as a rock he stood, whilst he held out his cloak to invite attack, and steadied his sword for the death-blow. Again the bull advanced, and just as it appeared as if he would be transfixed by the bull's horns, he quickly stepped aside to the left, and with sure aim drove his sharp sword to the hilt into the bull just behind the fore-shoulder. It was a fatal stroke. The bull stood still for a moment, whilst the ground turned crimson with his blood, then tottered and fell dead. A deafening cheer greeted the victorious matador, which he graciously acknowledged by bowing to his admirers. The chulo entered, its hook was hooked into a strap around the bull's horns, and he was dragged out amidst the music of the band and the shouts of the audience. The ring was now cleared for the next bull. He and the subsequent one were not as savage as the first, and afforded very little amusement. Neither of them would attack the horses, so we were spared that sickening sight.

During the fight with this second bull cries of "*Fuego ! fuego !*" (*Fire ! fire !*) were heard on all sides. We could not at first understand the meaning of this till a banderillero armed with a banderilla, to all appearances like the others, approached the bull and threw it into his neck. Smoke instantly appeared where it struck, followed by a small explosion, apparently under the bull's skin. It was probably some sort of fulminate attached to the banderilla. This aroused the bull for a few moments, and he charged right and left, but he soon quieted down, and the matador was called in to finish him. Neither he nor the last matador were as skilful as the first one, and each had to make several thrusts before they inflicted a fatal wound. Sometimes a bull is so poor that he has to be lassoed and dragged out of the ring. The cage proved to be an obstacle to the sport, as it obstructed the view, and the bulls invariably retreated to it and ran round and round it, making it difficult to get at them. The

bull in the cage and the tiger, attracted by the noise, the bright robes, and the smell of blood, became uneasy and restless, and doubtless desired to get out and have their share of the fun. Preparations were then made for the fight between the bull and the tiger.

The tiger was what is known as a Paraguayan tiger. He was more like a leopard, being marked similar to that animal, and was a beautiful beast, and was about five feet long. A number of men entered the ring and commenced pulling out the boards that separated the two animals. This seemed to displease the bull, and as the lower boards were about half-way out he charged and broke them and then made a rush for the tiger. Every one thought that it was all up for the tiger, but quick as lightning he slipped between the bull's horns and over his back, being assisted somewhat by a toss of the latter's head. This was repeated several times, but in each case the tiger came out unhurt. Not so with the bull, for several times the tiger would mount his head, get his ear between his sharp teeth, and at the same time make some ugly scratches on his forehead with his hind paws. The tiger acted entirely on the defensive, and it was only when he was attacked that he would strike back. Once or twice when attacked he would crouch so low that the bull's horns would pass over him. His coming out of the combat unhurt showed his ability, like all animals, to defend himself and avoid danger. It is needless to say that had the bull succeeded in once getting his horns into him there would have been no more tiger. After about fifteen minutes of this decidedly tame combat neither animal seemed inclined to molest the other and they retreated to opposite sides of the cage, and doubtless would have remained there for an indefinite period if they had been let alone. The bull bellowed and plainly showed that he had had enough of the tiger's teeth and claws. The attendants now tried to stir them up by poking them with sticks and by holding a bright cloak near the tiger to induce the bull to charge, but they preferred to let each other severely alone.

As a final effort and in response to the call of "fuego," a banderillero threw one of the explosive banderillas into the bull's neck. The smoke and explosion somewhat frightened both animals and induced the bull to make one more charge, which the tiger, as heretofore, avoided. After that nothing would move the animals, and everybody being tired of the farce it was decided to separate them and bring the scene to an end. This proved as amusing as the fight. The tiger's cage was brought into the ring, its door raised and placed against the door of the big cage, which was then raised and the tiger was invited to enter his home, but he was in the opposite corner of the cage and had no idea of moving. A man then slipped a lasso inside the cage, slipped it over the bull's horns, and leading it towards the tiger, hauled the bull in that direction. The tiger at once retreated to the other corner, but still would not enter his cage. Then the lasso was let go and attempts were made to slip in the boards in order to separate the animals, but this enraged the bull, so he charged and broke the boards, so they had to haul him over again with the lasso, and then by keeping it fast the boards were slipped in position and bull and tiger were finally separated. We feared that by some accident the tiger might get loose, and several talked of climbing over the roof of the boxes in our rear in case that should happen, but our minds were somewhat relieved by noticing a couple of soldiers, said to be dead-shots, standing ready with loaded rifles. We soon afterwards left, leaving the attendants still making unsuccessful efforts to get the tiger into his own cage. How long they worked we know not. We returned to the city for dinner rather disgusted with the whole affair.

During April, 1883, we experienced a number of "pamperos," in one of which most all the men-of-war in the harbor got up steam to guard against the possibility of dragging. We, however, only found it necessary to let go our port sheet-anchor and to veer to a long scope of chain on our bowers. These "pamperos"

are usually accompanied by fine clear weather overhead, and are only specially disagreeable in that they cause such a rough sea that it cuts off communication with the shore.

The harbor, or, strictly speaking, the roadstead of Montevideo, is shoal and very much exposed to southeast and southwest winds, which raise a high sea very suddenly.

The Uruguayan legislature very wisely passed a law appropriating ten million dollars for improvements to be made in the harbor. The nature and extent of these improvements are not specified in the law, and it is doubtful when the work will be commenced. However, it is at least gratifying to know that the authorities are beginning to see the importance of improving the port, which in the natural course of events must become one of the great commercial emporiums of the world.

Cibil's dry-dock is being constantly improved, and the channel was deepened one foot during the years 1881 and 1882, so that seventeen feet is the least depth in the channel at low-water. A number of vessels were repaired in this dock, among which were the Italian ram "Scylla" and both vessels of the Uruguayan navy.

In April, 1882, the American whaling bark "Ida" came in the harbor, which recalled the by-gone days of blubber and bone, and as she passed by and gracefully dipped her colors, we almost thought we heard the lookout's cheery hail of "There she blows!" which would bring all hands on deck in intense excitement to see "where away," and prepare for chase.

This is the only American arrival in contrast with the fleet of iron and steel European steamers constantly visiting this port. The American whaler was in her day the best. Let us hope that when we do enter the lists again for the commerce of the world, our steamers will stand first in every desirable quality.

The only recent improvement in the United States navy is a general order from the Honorable Secretary of the Navy by which the titles of master and midshipman are abolished, the former to



be known as lieutenants of a junior grade, and the latter as ensigns of a junior grade. There is no change in the uniform or pay of these officers, but our midshipmen will receive regular commissions as ensigns of the junior grade, and thus obtain proper recognition of their age and merit in the service.

## RIVER PLATE NAVAL NOTES.

In April, 1883, the English navy was represented at Montevideo by the "Amethyst," "Rifleman," "Rambler," and "Sylvia." The first two were at anchor at Colonia. The "Sylvia" was on surveying duty, and was recently employed in the Straits of Magellan as one of the Transit of Venus parties. The "Firefly" sailed for England to go out of commission. The ironclad "Constance" and gunboat "Gannett" touched here on their way to and from the Pacific respectively.

The French navy had the "Segond" and "Tactique," while the gunboat "Kerguelen" visited the port about the first of the month on her way to the Pacific Station.

The German gunboat "Albatross," Italian ram "Scylla," the Spanish gunboat "Africa," and the Argentine monitor "Los Andes" did not move from their anchorage since our arrival. The Brazilian ironclad "Sete de Setembro" recently made a short cruise down the river. The Argentine torpedo-boat "Maipu" and the Paraguayan gunboat "Pirapo" arrived in the harbor on May 15, 1883. The "Pirapo" is the only vessel of the Paraguayan navy. She was formerly the Italian gunboat "Constance," and on arriving here saluted all the men-of-war with five guns each.

Paraguay adjoins the northwestern boundary of Uruguay, and is famous in history for its gallant defence against the allied forces of Brazil, Uruguay, and the Argentine Confederation in the eventful Paraguayan war from 1865 to 1870. Paraguay lost one hundred and seventy thousand men in battle and by disease in these five years of war, and the effect is even felt at present in the great

lack of males in the population. One of the most memorable naval battles was an attempt to capture a fleet of Brazilian ironclads at anchor in the Paraguay River near Concepcion. The Paraguayans drifted down the stream on trees, by which they surprised and gained possession of the deck of one of the vessels but could not get below, as the iron shutters on the casemate ports and hatches were closed. The other Brazilian vessels slipped their cables and finally shelled the Paraguayans on the deck of their surprised vessel and drove them off.

President Lincoln had some difficulty with Lopez previous to this war, arising from a misunderstanding with the United States and Paraguayan Steamship Company, founded by some enterprising citizens of Philadelphia; this was finally settled amicably by commissioners appointed for the purpose. Those who wish further information as to the history of this country are referred to the Hon. C. A. Washburn's "History of Paraguay," published in Boston in 1871. Since the death of Lopez, the great Paraguayan dictator, the country has been peacefully developing its own resources. The yerba maté is produced there almost exclusively, and forms the chief article of export.

## CHAPTER IX.

Arrival of Commodore Phelps to take Command of South Atlantic Squadron—Inspection of the "Brooklyn"—Highly Creditable Performance of the Ship's Company in the Examination by New Commander-in-Chief—Time made in Different Exercises—Efficiency of the Ship—Departure of the "Galena" for the United States—Revised List of the Officers of the "Brooklyn"—Ordered to Madagascar—Departure for the Cape of Good Hope—The Cruise across the South Atlantic—Catching Albatross—Arrival at Cape Town—Full Description of Cape Town and Cape Colony—History of Cape Colony—The Renowned Docks at Cape Town—General Liberty for the Ship's Company—The "Brooklyn" in the Dry-Dock—Description of a Dinner-Party given by the Officers' Mess of the famous Highland Regiment, Princess Louise's Own—The African Diamond-Fields—History of Diamond Mines in South Africa—Penalty for Illicit Diamond Buying—Departure of the "Brooklyn" for Madagascar—Events of the Voyage in the Indian Ocean.

SUNDAY, June 3, Commodore T. S. Phelps, U. S. N., arrived at Montevideo after an exceedingly annoying quarantine of eleven days at Flores Island. The health of the steamer "Valparaiso," in which the commodore came from Liverpool, was exceptionally good, but these quarantine regulations were, though useless, rigidly enforced, simply because the steamer had come from Rio. The commodore and Mrs. Phelps took up their quarters at the Hotel Oriental.

Tuesday, June 5, the commodore, accompanied by his son, Lieutenant T. S. Phelps, came on board at 11.30 A.M. and formally assumed command of the United States naval force on this station. The reception was as prescribed by regulations: the crew at quarters, on port side, the marine guard drawn up at "present arms," while the drum gave two ruffles and the band played "Hail to the Chief" as he stepped over the side. The officers, in full-dress uniform, were ranged on the starboard side of the

quarter-deck, and each was presented by Captain Weaver as he walked aft. The commodore's broad pennant was then broken at the main and a salute of eleven guns fired from the saluting battery on the forecastle. This completed the ceremony, after which the commodore issued Squadron Order No. 1, assuming command of the South Atlantic Station, and Order No. 2, in which he announced his staff. Both of these orders were read on the Sunday following at general muster.

Wednesday the commodore visited the French admiral, and the usual salutes were exchanged. The commanding officers of the other men-of-war in the harbor also called to pay their respects, as well as the French admiral, who returned the commodore's visit. The commodore returned all these visits in the course of the same week.

Thursday, June 7, the "Brooklyn" was thoroughly inspected as to efficiency prescribed in ordnance instructions. The inspection consisted of a thorough examination of the ship. This was followed by a review of the battalion at dress parade, the pioneers on the poop, marines on the right, two companies of sailors as infantry, and one as artillery with two guns. After the parade the companies marched off, and each was inspected by the commodore and staff in the different exercises. The artillery formed on the topgallant forecastle, and went through the details of the drill with creditable accuracy. The evolution of dismounting was exceedingly well done, and elicited the decided approval of Captain Weaver and all who witnessed it. The second company was drilled as infantry, and executed the details of the drill of the manual of arms with great precision, especially that of "loading and firing kneeling." The marines won great credit; the silent drill being especially commendable.

Immediately after these drills all boats were called away "armed and equipped for an expedition for cutting out." The average time required for all the boats to be ready was three minutes and forty-two seconds, the second cutter being first, in two minutes.

There was no evolution of the flotilla, but, upon returning, each boat was inspected, and all the equipments and armaments were found to be at hand and in good order.

After hoisting the boats all hands were piped to dinner, and at 1.20 P.M. the inspection was resumed by clearing ship for action. This required seven minutes and fifty seconds. Upon going to general quarters the divisions were reported ready in the following times :

	Minutes.	Seconds.
First division . . . . .	1	27
Second " . . . . .	1	25
Third " . . . . .	1	02
Fourth " . . . . .	1	01
Navigator's division . . . . .	1	00
Powder " . . . . .	1	50
Engineer's " . . . . .	2	00
Surgeon's " . . . . .	2	00
Marines . . . . .	2	30

The third division was then exercised at shifting a 9-inch gun, and this required one minute and forty seconds, and then two guns on the quarter-deck were transported to opposite sides of the deck from fire to fire in one minute and forty-five seconds.

	Seconds.
To shift breeching . . . . .	15
To shift trucks . . . . .	8
To shift tackles . . . . .	20
To run out, tackles shot away . . . . .	19

The pivot guns were then exercised at shifting from side to side. The 8-inch rifle was shifted from side to side in eighty seconds, and the 60-pounder in thirty-three seconds from fire to fire. The "Brooklyn's" 8-inch, however, owing to the short slide, requires three shifts, and cannot be swung around in one, which, therefore, necessitates three times as much time than if fitted with a slide of proper length.

A torpedo was exploded from the steam-launch and also from

the forward starboard boom. The latter was a very pretty sight, as it threw up a column of water about fifty feet high.

The powder division also proved highly efficient under the command of Ensign H. P. Huse, who was ordered to the ship from the "Galena" by Commodore Phelps the day after he assumed command.

The men were catechised as to their knowledge of the guns, and evinced very good training. The boarders were also drilled, supported by riflemen, and all the other evolutions usual to these exercises were creditably performed, showing a very marked improvement since the last inspection.

The "Galena" was inspected on Saturday, June 9, and also passed a very creditable inspection. It would be difficult to draw comparisons, as where one excelled in some details the other surpassed her in others, and both were very good.

The commodore expressed himself highly gratified as to the cleanliness and efficient condition in which he found both vessels.

Tuesday, June 12, we got under way at 8.30 A.M., and steamed down the river for target-practice with great guns. In this we were also fortunate, as the practice was excellent. William Eske, captain of forecastle, fired the first shot from the 60-pounder rifle and struck the staff of the target just at the water-line; the shot passed clean through and exploded afterwards. It was a perfect shot and completely demolished the target. The wreck of the target was recovered and another one rigged, but this shared a similar fate, being carried away by a shell fired from No. 8 gun by Ronald Ford, landsman. The other shots were all very good, and this was the best practice we ever had.

After this we anchored in the river, and continued the exercises by firing with the machine-guns, the Hotchkiss rifle, and small-arms. That night we were totally surprised by being suddenly aroused by the signal to general quarters. The men rushed on deck with their hammocks, and all the gun divisions fired primers and were ready for second fire in remarkably quick time.

The next day we got under way and returned to our former anchorage without any further incident. After the return all hands were allowed a month's pay and general liberty in detachments of about thirty men at a time.

During the months of May and June we joined in dressing ship and saluting on the following foreign holidays: May 24, the birthday of the Queen of England; May 25, the independence of the Spanish-American republics; June 3, the birthday of the Queen of Italy; and on June 20, the coronation day of the Queen of England.

Thursday, June 21, we received an official visit from the Uruguayan Minister of War and Marine, with the captain of the port and a very numerous staff, who wore most brilliant uniforms and created a very fine impression during their short stay on board. These distinguished gentlemen made this visit in return to that which Commodore Phelps and his staff paid to His Excellency President Santos the day before at his official residence in Montevideo. The visitors were received on board by Commodore Phelps, Captain Weaver, and the commodore's personal staff. The marine guard was in full-dress uniform and made a very fine appearance, as usual, when they came to "present arms" as the distinguished party came over the gangway. The commodore then escorted the Minister of War to the cabin, where they were followed by the rest of the distinguished party. In the cabin mutual expressions of regard were exchanged, congratulating each other upon the prosperity which both republics are enjoying, and the friendly relations which have always existed between them. The party left at 2.30 P.M., and when their boat was well clear of the ship we fired a salute of seventeen guns, with the Uruguayan flag at the fore.

Lieutenant A. M. Knight was detached from this ship the same day, and ordered back to the "Galena." He was ordered to this ship temporarily last January, just before we sailed for Santa Cruz the second time. He was the junior watch officer, and during the

six months we had the pleasure of his company he made a host of friends, and all were sorry he left.

Sunday, June 24, Fleet Pay-Clerk B. W. Goldsborough was detached from this ship and ordered home, his appointment having been revoked at his own request. He has his degree as doctor of medicine and surgery from the University of Virginia, but his health was very delicate and he was greatly benefited by this cruise. His duties as fleet pay-clerk necessitated his living ashore with Admiral Crosby while we were on the *Transit of Venus* expedition, and while there he devoted himself to the practice of his profession in the hospitals at Montevideo. He served as a volunteer assistant to Dr. Fleury, the most eminent surgeon in the city, and he thus had some golden opportunities for practising his chosen profession. He was uniformly successful in every case he had, and gave promise of a most successful career of usefulness. Dr. Goldsborough was very much beloved by both the officers and men, and we all regret being deprived of his company the rest of the cruise. He sailed in the Lamport & Holt steamer "*Maskelyn*" for Liverpool, and from thence to New York, whence he went to his home in Cambridge, Maryland.

Monday, June 25, the "*Galena*" got under way and went down the river for exercise and to determine heeling error and tactical diameter. She returned on Wednesday, June 27.

The Fourth of July was observed by dressing ship with mast-head flags, in which all the men-of-war in harbor joined, and by firing a salute of twenty-one guns at noon, which was also done by the fort on shore and the French flag-ship "*Minerve*." The English ship "*Amethyst*" did not fire a salute, as she uses her heavy guns for that purpose, and the harbor regulations prohibit the firing of these guns inside of a line from the Point to the Cerro. Our genial minister, Hon. W. Williams, had a large reception at the United States Legation on shore. Mrs. Phelps, Mrs. Chaplain Royce, Mrs. Russell, Mrs. Howard, and Mrs. Crocker assisted Mrs. Williams in receiving their callers, among



whom were Commodore Phelps, Captain Weaver, and most of the officers of this squadron, while all the members of the diplomatic corps, and nearly all of the very few Americans in town, called during the afternoon. The Fourth of July is well known in all these South American countries, and such observances of the day serve to keep up the cordial relations existing between the American republics. In the evening Mr. W. D. Evans gave an immense banquet at his quinta in the suburbs of the city. This banquet was a magnificent entertainment. The table was set for sixty persons in the pavilion of his house. The decorations were very rich, and the dinner was all that an epicure could desire. It was essentially democratic in general tone, and our distinguished minister, the Hon. W. Williams, made a stirring speech, than which nothing could be more truly representative of our people at home.

At three P.M., July 5, the U. S. S. "Galena" got under way and steamed out of the harbor for home. As she passed by we manned the rigging and gave three rousing cheers, to which she responded with a will. Her men threw their caps overboard in great glee, and several enterprising enthusiasts took pigeons and roosters aloft with them to carry their farewell tokens ashore. During this time our band played "Home, Sweet Home," which must have sounded in harmony with their feelings after such a long, dreary absence from those most dear. All hands were on deck to see the graceful ship steam out, and watch the streaming homeward-bound pennant, four hundred feet long, until she was fairly hull down to seaward. W. H. Knoblesdorf, C. P. Gibbons, J. I. Hanshe, and E. A. Shaw, four of our naval apprentices, Daniel Shelly, ordinary seaman, and Robert Lee, landsman, were transferred to the "Galena" a few hours before she sailed, while we received F. A. Richardson, landsman, and William Lally, private marine, from the "Galena." The "Galena" stopped at Bahia, and then proceeded to the United States. She made a very fine cruise, having spent two years out of the three in the Medi-

terranean, and having had very easy duty on this station, while we did the work.

We dressed ship on the 9th of July, the anniversary of the ratification of the constitution of the Argentine Republic, on July 14, the national fête day of the French republic, being the anniversary of the storming of the Bastille, and on the 18th of July, the anniversary of the adoption of the constitution of Uruguay, on each of which occasions we fired national salutes of twenty-one guns.

The weather during July was about as bad as can be imagined. It rained in torrents a great deal of the time, and for the remainder it blew heavy gales, and necessitated veering chain and letting go the sheet-anchor.

#### REVISED LIST OF OFFICERS OF THE "BROOKLYN."

Commodore T. S. Phelps, commander-in-chief of the U. S. naval force on the South Atlantic Station.

Captain A. W. Weaver, commanding.

Lieutenant-Commander G. E. Wingate, executive.

Lieutenant E. W. Watson, navigator.

Lieutenants W. H. Beehler, H. O. Handy, T. S. Phelps, George A. Calhoun, and J. J. Hunker.

Ensigns H. McL. P. Huse, J. Hood, C. S. Ripley, James B. Cahoon, John A. Bell, and T. S. Snowden.

Medical Inspector C. H. Burbank, Passed Assistant Surgeons H. M. Martin and J. M. Steel.

Chief Engineer W. W. Dungan, Passed Assistant Engineer B. C. Gowing, and Assistant Engineer S. H. Leonard.

Paymaster W. Goldsborough and Pay-Clerk T. G. Dawson.

Captain of Marines L. E. Fagan and Second Lieutenant of Marines S. L. Jackson.

Chaplain A. L. Royce.

Boatswain Hallowell Dickenson.

Carpenter J. S. Waltemeyer.

Sailmaker J. T. Bailey.

During August and September we remained at Montevideo to refit preparatory to our cruise to Madagascar. In sending down the topgallant-masts at exercise on the 20th of August the main-topmast trestle-trees were discovered to be broken, and when sent down the fracture was found to be of some years' standing. Our efficient carpenter's gang made new ones, but for two weeks the ship looked somewhat dismantled with the main-topsail yard on forward edge of maintop and main-topmast housed.

The "Almirante Brown," an Argentine man-of-war, arrived on August 21, and her commander, Commodore B. S. Cordero, called the next day, which visit Commodore Phelps returned on the 23d, on both which occasions the customary salutes were exchanged.

On August 25 we dressed ship to celebrate the Uruguayan independence day, and that evening there was a special performance of Italian opera at Solis Theatre, at which all the most distinguished people of the city were present. President Santos and his staff in full-dress uniform occupied the centre boxes, to which Captain Weaver and other commanding officers were invited, and sumptuously entertained at a banquet in the foyer; at the festivities of the following day Commodore Phelps, Captain Weaver, and the personal staff, in full-dress uniform, were present at the special "Te Deum," and marched in the procession from the cathedral to the Government House. On September 7 dressed ship again, and fired a salute of twenty-one guns for the national independence of Brazil.

The "Nipsic" arrived on August 30, and on September 6 Ensign F. Swift and Naval Cadets R. C. Alexander, C. F. Webster, and R. B. Higgins were transferred to this ship.

August 24 a gang of thirty-four calkers came off and commenced to calk the ship outside. The work was continued, excepting on Sundays and stormy days, until finished, on September 12, the outsides being thoroughly calked from the water-line up to the rail. On the 12th and part of the 13th we took in two

hundred and thirty-four tons of coal, and also received stores for our cruise to Africa.

On September 25 we unmoored and steamed to the outer offing at Montevideo. In heaving in another shackle was found to be opening, and we barely managed to get the anchor catted before it gave way. This is the third time the shackles have opened, and we were very fortunate to have secured the anchor. A moderate gale sprang up during that night from the southeast, which caused a very rough sea and delayed our departure until the next day. While waiting for the gale to subside Mr. Evans came off in his tug with three large beautiful bouquets for the commander-in-chief, Captain Weaver, and the wardroom officers, as a farewell compliment, which was very much appreciated. The mail orderly was the last person to come on board; he came off in Mr. Evans's tug, and had to be hoisted on board by a whip from the main yard-arm. Sergeant Eakins is so much of a soldier that he afforded considerable amusement to the "salts" in the port gangway as he endeavored to maintain his rigid soldierly bearing under such impossible circumstances. The mail had arrived that morning from Rio by the Pacific mail steamer "Valparaiso," which brought us dates from New York up to the 23d of August.

We got under way at eleven A.M. the next day, September 27, and steamed down the river to below Flores Island, where we anchored for the quarterly target-practice. Two small single targets were rigged out from the foretop-mast studding-sail booms, at which every man in the ship fired from three to five rounds from the Hotchkiss platforms with the Hotchkiss magazine-rifles,—new model. This practice was very fine: the bull's-eye was riddled. During that night we went to general quarters, "lash and carry," the gun divisions being ready for first fire in one minute and fifty seconds, and for second fire in four minutes and forty-five seconds. At 9.30 the next day we had torpedo drill, at which we exploded a 10-pound exercise torpedo from the starboard forward boom, and a 100-pound ship's spar-torpedo from the port boom. The shock re-

mind ed us of the "Mozart" collision, while the column of water was a beautiful sight to all except those who did not have time to get from under. The spar was carried away, though the sleeve remained intact, and is ready for further service. We got under way immediately after this exercise and steamed down the river. After dinner we went to general quarters again, and exercised at target-practice with the port battery. The ship was manœuvred around the target, and six rounds fired at a regulation target at a distance varying from one thousand to fifteen hundred yards. The practice was only tolerable, and is not to be compared with that of the previous quarter. The wind was across the line of fire most of the time and the ship was rolling considerably, which made the practice much more difficult than hitherto. After the target-practice all boats were called away, "armed and equipped for distant service;" the boats were all ready in four minutes and fifty seconds. There was no exercise of the flotilla. The steam-launch was reported equipped as a sailing launch at this exercise; her engines and propeller had been removed, and two pole masts were improvised out of an old broken torpedo-spar, which with other fittings makes her serviceable for a long voyage at sea if desired.

We resumed our course down the river, and at nine P.M. took our departure from Maldonado light, gradually making sail during the night as we changed our course to southeast out of the mouth of the river. We continued under steam and fore-and-aft sail to the southeast all of the next day and until Sunday forenoon, when we hauled fires and made sail. We had a long sea until then, with light winds from the northward and eastward, but the wind suddenly freshened, which necessitated two reefs in the topsails. During the afternoon the wind continued very fresh, and increased to a fresh gale by eleven P.M. that night, after which it gradually died away to a light breeze, veering to the southwest by noon the next day. We changed our course to due east at Sunday noon, and after the gale subsided, Monday, we made sail to royals and also set starboard topmast studding-sail. The ship sailed very

slowly, and only made five or six knots with a fine quartering breeze, with which on other passages she has made seven and eight. Wednesday, October 3, the wind freshened considerably from the southwest, and by midnight blew a very fresh gale, during which we made from eight to ten knots for several hours, but the sea became rough towards morning, and at noon her speed fell off again to five or six knots. During this gale the ship rolled about very uncomfortably, and the officers and men displayed their usual good nature at the attending mishaps and discomforts. This wind continued until Saturday, October 6, when it veered to the northwest, and then to the northeast on Sunday, October 7. The barometer, which had been high up to this time, commenced to fall, while the wind came out still fresher from north and north by east, bringing a heavy cross-sea. The indications were very unfavorable, and that afternoon we close-reefed the topsails and foresail and prepared for a very heavy gale. The wind, however, veered to the westward again, and towards the evening of the 8th it became light and variable, accompanied by heavy rain-squalls, and finally settled down from the east and southeast. Wednesday, October 10, we got westerly winds again, but the sea became rough and we made very slow progress. The weather continued about the same until Sunday, October 14, when it came out from the southeast and headed us off to the northward of our course. The southeast winds then continued, with occasional variation, more or less to the southward, until October 21, when we were due north of the Tristan d'Acunha Islands.

It was our intention to pass in sight of these islands, but the wind took us far to the northward and they were not seen. These islands are of volcanic origin; the largest of the three—Tristan d'Acunha—is about fifteen hundred miles southwest of St. Helena. It has an area of forty square miles, is nearly circular, and rises abruptly on the north side to one thousand feet, and a conical peak from the cliffs reaches a height of eight thousand three hundred and twenty-six feet, and is visible on a clear day for over

sixty miles. The summit of the peak is a crater, five hundred yards in diameter, filled with water. There is a plain on the northwest side which is highly cultivated. A small settlement exists at one end of the plain which has about seventy inhabitants, who are intelligent and hospitable. This island was discovered in 1506 by the Portuguese navigator whose name it bears, and explored by the Dutch in 1643, and the French in 1767. John Patten, an American whaler, lived on this island with his crew from 1790 to 1791. The British had a small garrison on it during the period of Napoleon's captivity on St. Helena. The present inhabitants are nearly all descendants of Corporal John Glass, of the Royal Marines.

Inaccessible Island is seventeen miles and Nightingale Island about twenty miles southwest of Tristan d'Acunha. The former is elliptical, four miles long and two wide, and rises abruptly five hundred feet out of the sea. The latter is round, one and one-half miles in diameter, and two hundred feet high, both being uninhabited.

We started fires on Sunday, October 21, and continued under steam until noon on Friday, October 26. During that week we experienced calms and light airs from the southward and eastward. After hauling fires we had the same weather, and on the 28th and 29th we scarcely made any progress on the chart. The distance made good for those two days was such that the noon position on the track chart for the 27th, 28th, and 29th appear as if that was some station.

Six albatross were caught on the 27th by ordinary baited fish-hook and line. These birds were stuffed and are beautiful specimens. The albatross is a genus of web-footed sea-birds, and weighs from twelve to twenty-eight pounds; it has a very strong, hard, straight beak, which suddenly curves downward with a sharp hook at the point. The feet are short, the three toes long and webbed, while the wings are very long and narrow, extending from eleven to fifteen feet. These specimens are white, with portions of the

back and wings gray and brown. The white plumage of the breast is beautifully marked with spots of gray in wavy circles. The long wing-bones are hollow, and give it extraordinary lightness ; the Esquimaux use these bones for tobacco-pipes. The albatross is frequently known as the man-of-war bird, from the great height, power, and continuity of its flight, and some old tars say that it sleeps on the wing.

Towards three p.m., October 29, a light breeze sprang up from the north-northeast, which gradually increased and veered to the northwest, and, with slight variations, continued up to November 1, when we again experienced light airs, and at noon, November 2, we started fires, coupled the propeller, and then steamed until we reached the anchorage at Cape Town. At 11.50 A.M., Sunday, November 4, the lookout from the topsail yard reported land right ahead, which proved to be Table Mountain, about twenty-six miles away. We gradually slowed down during the night, and at 4.30 A.M., November 5, we steamed into the bay, and anchored in the harbor at 7.40 A.M. At eight A.M. we saluted the English flag with twenty-one guns, which was duly returned by the battery on shore. The time occupied in the passage from Montevideo to Cape Town was thirty-seven days and eighteen hours, and the distance actually sailed three thousand nine hundred and seventy-three miles. The weather was, as a general thing, pleasant. We had our usual routine of drills, etc. ; the band played almost every day, and the boys in the lee gangway had many a pleasant evening boxing, etc., to while the time away.

Thursday morning, November 8, we hauled in to between the jetties to leeward of the breakwater, where the ship was moored by stern lines to the dock, and sheet-chain shackled to a buoy. We received a great many visitors, and the people on shore were very polite and hospitable. The officers were offered the privileges of the prominent clubs, and all hands felt themselves at home again among our English cousins. It was strange to hear the people on the street speaking English ; we almost doubted



their understanding our language, and many of us were surprised at getting prompt replies to our questions in English, half expecting we would have to translate or get an interpreter.

#### THE CAPE COLONY.

COMPILED FROM OFFICIAL REPORTS, THE GENERAL DIRECTORY, GEORGE M. THEALS'S "SOUTH AFRICA," SILVER & CO.'S "HANDBOOK TO SOUTH AFRICA," AND PERSONAL OBSERVATIONS.

The British colony of the Cape of Good Hope is by far the most important of the different states of South Africa. Its coastline is twelve hundred miles in length, and its area about two hundred thousand square miles, but its boundaries are not yet accurately defined, and this area is merely an approximation. Its population in 1875, the last census, was 720,984; made up of 236,783 Europeans, 214,133 Kaffirs and Bechuans, 98,561 Hottentots, 87,184 mixed races, 73,506 Fingoes, and 10,817 Malays. The dry atmosphere and warmth of the colony render its climate one of the healthiest in the world. The mountains, which run diagonally across the country, divide the colony into two climatic districts. The upper district has its rainy season during the winter, while the eastern side receives its rain from the Indian Ocean "trades" in spring and summer. The mean temperature at the Royal Observatory in Cape Town is 61 degrees, the hottest being 99 in January, and coldest in July, at 34. No part of the colony is subject to malaria.

There are about five hundred and fifty thousand acres of ground under cultivation, which annually yield about two million bushels of wheat, one million bushels of corn, and proportionate quantities of oats, rye, potatoes, and other vegetables. The vineyards yield about five million gallons of wine and one million gallons of spirits, the Constantia wine ranking with the best in the world.

Sheep-farming is one of the principal industries, ten million of woolled sheep being owned in the colony, besides one million African sheep, eight hundred and seventy-eight thousand Angora

goats, two million common goats, two hundred and six thousand horses, over a million of horned cattle, and twenty-two thousand domesticated ostriches. South Africa at one time contained a greater variety of animal life than an equal area of any other country of the world, but the large wild game has been nearly exterminated. A few elephants, zebras, and buffaloes still exist in the forests of Zitzikama, but the rhinoceros, giraffe, lion, eland, and hippopotamus are no longer found near European settlements. The smaller varieties of antelope still abound, as well as leopards, wild dogs, hyenas, jackals, boars, baboons, monkeys, porcupines, jerboas, coney, and ant-eaters. When the country was discovered the ox, heavy-tailed sheep, dog, goat, and barn-yard fowl were found in the possession of Hottentots and Kaffirs; the other domestic animals were introduced by the Europeans and found to thrive well. There is a great variety of birds, but very few of these are songsters. Alligators, iguanas, adders, the cobra di capello, tree-snake, lizards, frogs, and tortoises are also very numerous.

The vegetable kingdom is represented by a very great variety. Trees are scarce in the greater part, but there are some fine forests in the coast region. One of the most remarkable circumstances is the provision of nature in the abundance of succulent plants and shrubs in the driest and most barren parts of the country. The "karroo bosch" and "kengwe" afford food and drink for millions of sheep and cattle which would otherwise perish in those districts. The eastern coast is carpeted with wild grass and beautiful flowers of every hue.

The mineral wealth of the colony is still unknown, but scientific explorations are being made. There are rich and extensive copper mines in Namaqualand, which in 1881 yielded fourteen thousand tons, valued at one and a quarter million dollars. Coal has been found in the Stormberg Mountains, and the Cyphergat Mining Company, organized in April, 1882, estimates its nine hundred and twenty-one proved acres of coal area to contain four million

tons of coal. This mine is on the Eastern system of railway, and the workings at no point will be more than one hundred yards from this railway. Fifteen hundred tons are now produced monthly. There are three other coal mines in this range, but not yet developed. Lead is found in the Transvaal Republic. Salt is obtained in unlimited quantities from salt-pans in different parts of the country, and a superior quality of manganese is found in the Drakenstein Mountains. Iron also abounds, but none is yet produced.

The only manufactures are those for home consumption. But there are sixteen hundred and ninety-five flour-mills, three hundred and six leather-tanneries, and a great industry in the manufacture of wagons from African wood and imported iron.

The colony is bounded on the north by the Orange Free State, on the northeast by Basutoland, and on the east by Kaffraria. The colony is divided into seven provinces,—the Western, Northwestern, Southwestern, Midland, Southeastern, Northeastern, and Eastern. Each of these has about 85,000 inhabitants except the Eastern, which has 27,000 Europeans and 201,000 colored. Cape Town, the capital, contained 57,319 inhabitants and 8000 houses at the last census in 1875. It was founded in 1652, and presents a beautiful appearance from sea, being built upon a slope rising from the southern shore of Table Bay to the foot of Table Mountain, and up the valley enclosed between Table Mountain and the Lion's Rump. Table Mountain is a magnificent promontory three thousand five hundred and eighty two feet high, with vertical sides, and as its name indicates, has a long level plateau on its summit resembling an immense table. This is frequently covered with clouds, which, with a southeast wind, drop down over the edge like an immense table-cloth; and Devil's Peak, a somewhat detached promontory a little north of the edge of the Table, is also covered as if by a napkin, while the rest of the sky is cloudless. This scenery, with beautiful white fleecy clouds rolling over the level plateau and down the precipitous sides, ex-

cites the admiration, and its memory can never be effaced from the minds of those who have seen it.

The Lion's Rump, to seaward and almost parallel with it, is nothing like as high; its southern point terminates in a bold peak, which, with some imagination, may be conceived to be like a lion's head, the hill to the northward forming the body of the crouching lion.

Table Bay is a spacious indentation in the coast, open and exposed to the northwest, with Robben Island at its entrance. A great many disastrous shipwrecks have occurred here, and led to the construction of a magnificent and commodious dock, in which ships lie in perfect safety. This dock was commenced in 1860, and opened for traffic on the 17th of May, 1870. It was named by the Duke of Edinburgh the "Alfred Dock" a few weeks later. The breakwater runs out northeasterly for eighteen hundred feet, and ends in six fathoms of water; work, however, is being continued, and the breakwater will, when completed, extend eighteen hundred feet still farther beyond its present terminus. Two jetties extend at right angles southeast from the breakwater, one, the east jetty, enclosing the outer basin, and the other, the coaling jetty, which is about the centre of what will be the future outer harbor of forty-four acres area, to be enclosed by an east pier eight hundred and fifty feet long, and to run out southeast from the point where the breakwater now terminates. The depth of water in the future harbor is twenty feet at low-water in the most shallow parts. The inner basin is just outside the entrance to the Alfred basin, and encloses an area of two hundred and fifty feet by six hundred feet over to the south jetty. The Alfred basin is one thousand and twenty-five feet long by five hundred feet wide at the north end, and two hundred and fifty feet at the south end, where it terminates in a patent slip eight hundred and sixty feet long by sixty-five feet wide, with cradle two hundred and forty-three feet long by fifty feet wide. The depth of water at ordinary low-water at foot of cradle is seventeen feet, and this marine railway is capable

of taking up a vessel of two thousand tons burden. A graving- or dry-dock has been constructed inside of the Alfred basin, which is a solid granite structure of the following dimensions: length at coping level, five hundred and twenty-nine feet six inches; length on keel-blocks, five hundred feet; length with caisson on stop, twelve feet additional; width of dock at coping, ninety feet; width of entrance at top, sixty-eight feet; width of entrance at bottom, sixty feet; depth on sill at low-water, seventeen feet; depth on sill at high-water, twenty-one feet.

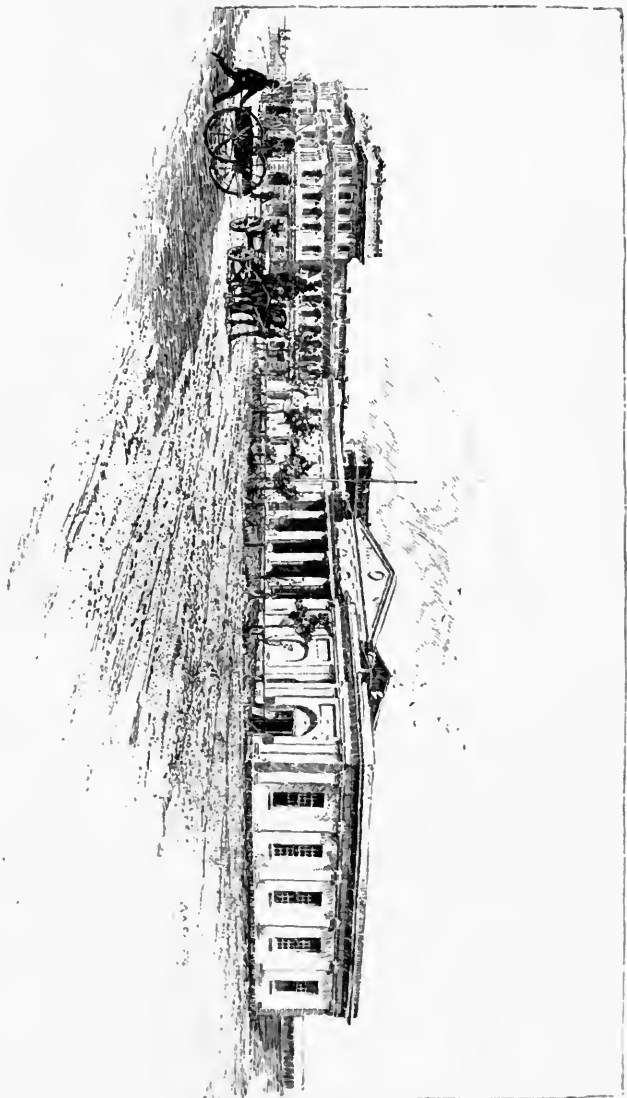
The dock-yard encloses a number of buildings for custom-house offices, workshops, engine-house, stores, and sheds for merchandise, and machine-shop. It is thoroughly lighted by twenty arc electric lights of the Brush system, of eight hundred candle-power each. A tower is built on the end of the south jetty, which will contain a clock to be connected with the Royal Observatory, and visible from the anchorage in the bay. A convict station-house adjoins the dock-yard, and a great deal of the Table Bay harbor works has been performed by convict labor.

A south pier, fifteen hundred feet long, parallel with and about fifteen hundred feet south of the breakwater, is in course of construction, to form the future outer harbor, the entrance to which will be partly closed by a jetty three hundred and seventy feet long, which will run to within two hundred and forty feet of the east pier previously mentioned. The dry-dock cost about one hundred and fifty thousand pounds sterling, while the total expenditures on the Table Bay harbor works up to June 30, 1881, was one million three hundred and seventy-two thousand seven hundred and eighty-one pounds sterling, including three hundred and sixteen thousand nine hundred and twenty-nine pounds paid in interest. The dock dues for vessels entering the basins, with privilege of remaining three weeks, is sixpence per ton; for docking and undocking in the graving-dock, or taking up and launching from the patent slip, the dues are two and sixpence per ton register gross. Vessels are charged sixpence per ton for every

twenty-four hours' occupation of the dock or patent slip, except days of docking or undocking.

The streets of Cape Town are for the most part regularly laid out and tolerably well lighted by gas. The carriage-ways are macadamized and covered with a reddish clay, which, when the wind blows,—and it seems to do so constantly,—fills the air with dust. The houses are devoid of architectural beauty, and many of them have projecting “stoeps,” which oblige the pedestrian to leave the sidewalk once or twice in almost every block. There are, however, several fine churches, hospitals, bank buildings, and the railway station. The governor's residence, “The Castle,” at one time was considered quite a palace; its surrounding gardens are very attractive, and there is a beautiful avenue of old English oaks, covered with ivy, at the head of the principal business street. This avenue of oaks passes in rear of the new Parliament building, now nearly completed. This covers a space of two hundred and sixty-four by one hundred and forty-one feet, and the extreme height is sixty-three feet to the top of the portico. This building is a fine modern structure; the ground-floor is fire-proof for records, etc. The basement is executed in Paarl granite, and the remainder in pointed red brick with cement dressings. The elevations are designed in Italian Renaissance, freely treated. The Botanical Garden is a little farther up the avenue of oaks, and contains a fine collection of palms, orchids, and a great variety of trees and shrubbery, which make it a very interesting resort.

The South African Museum and Public Library occupy a suitable building directly opposite the new Parliament House. The museum contains a very interesting collection, illustrating the zoology of South Africa, besides the birds, insects, reptiles, crustacea, and geological characteristics. There is also a good collection of the weapons and implements of the savage tribes. The public library occupies one-half of the building, and contains forty thousand volumes, but its most valuable feature is the Grey collection of five thousand volumes of rare and valuable books, in-



ADDERLEY STREET, CAPE TOWN, CAPE OF GOOD HOPE.

RAILROAD DEPOT AND COMMERCIAL EXCHANGE.





cluding one hundred and thirty manuscripts on vellum or parchment, some of the tenth century, two of Dante's manuscripts, a Hebrew Bible of the thirteenth century with Moorish embellishments, and a copy of the very first edition of Shakspeare's plays. The collection of the native languages of Africa, Polynesia, and New Zealand is very complete and rare, and includes manuscripts by the first missionaries and letters and vocabularies of Livingstone.

The city is well supplied with water from reservoirs fed by springs which rise on the slopes of Table Mountain. The water-mains are twenty-five miles long, and furnish six hundred and ten thousand gallons daily. Two markets are held daily, from sunrise to sunset, except Sunday, but are open until eleven o'clock Saturday night. The mutton is the finest in the world, while the beef is very fair. Garden produce is plentiful, but prices are considerably higher than in the United States.

The colonial railways are divided into three groups, converging at the ports of Cape Town, Port Elizabeth, and East London, all of which combined had about one thousand miles of railway on the 1st of January, 1881. The railways and telegraph lines are under government control. The total miles of telegraph in 1880 were five thousand six hundred miles. The colony is in telegraphic communication with Europe by cables from Natal, Delagoa Bay, Mozambique, and Zanzibar to Aden. This line was opened Christmas-day, 1879. The city of Cape Town has two street-car lines, and about two hundred hansom-cabs, which are found to be very convenient.

#### BRIEF HISTORICAL SKETCH.

The Cape was discovered in 1486 by the Portuguese navigator, Bartholomew Diaz, who took possession in the name of the King of Portugal, and erected a pillar and cross at Angra Pequena, which still stand. A mutiny then broke out, which obliged him to return to Portugal without completing his discoveries. Vasco da Gama sailed from Portugal eleven years later and discovered

Table Bay. He rounded the Cape of Good Hope, and landed at Durban Bay on Christmas-day, in commemoration of which he named the port Natal. Da Gama then proceeded on to India.

The English followed in the wake of the Portuguese, but neither of these nations founded any permanent establishment at the Cape. The Portuguese in this period obtained immense riches from the East Indies, which excited the cupidity of the Dutch merchants, who fitted out expeditions to wrest some of the most coveted points from the Portuguese, whose cruelty and rapacity had caused them to be detested by the natives. The Netherlands East Indies Company was then formed, which held a charter authorizing them to administer supreme power in the name of the States-General of United Netherlands.

The long passages to and from India necessitated a half-way station, and in March, 1651, the Dutch company formed a permanent settlement in Table Bay. They had some difficulty in obtaining lands from the Hottentots, but the latter's claims were eventually disregarded, and additional Dutch settlers from time to time completed their ascendancy. Three hundred of the French Huguenots settled at the Cape after the Edict of Nantes. The colony continued to grow slowly, but its government by the Dutch governors was a perfect despotism. All trade was monopolized by the company, and while the natives were held in abject slavery, the citizen had no rights which the company's governors were obliged to respect. The history up to 1795 is chiefly of a series of wars and oppressive acts against the native tribes.

The French revolution in 1793 brought about the invasion of the Netherlands by the French under Pichegru, aided by the Dutch democrats. An alliance was then formed between the French and Batavian republics, and the Dutch stadtholder fled to England and requested that power to take possession of the Dutch colonies and to hold them in trust for himself. Admiral Elphinstone, with nine ships of war, and four thousand troops under General Craig, took possession of Simon's Town on the 14th of

July, 1795, and after a feeble resistance captured Cape Town and the whole Dutch colony. A Batavian fleet attempted its recapture, but instead fell a prey to the English. During the following eight years, although the English inaugurated a really good and liberal government, the history of the colony is merely an account of a chronic state of rebellion.

On the 27th of March, 1802, the treaty of Amiens was signed, one condition of which obliged England to evacuate the Cape and deliver it to Holland, which was done in February, 1803. The population was then about seventy thousand in all, twenty-two thousand Europeans, twenty-six thousand slaves from the Guinea coast, and the rest Hottentots. After this the Dutch improved their administration considerably, but the peace of Amiens was of short duration, and the wars of Napoleon induced England to fit out another expedition for the permanent recapture of the Cape. In January, 1806, a fleet of sixty-three ships under Sir Home Popham anchored off Robben Island, and after a slight resistance the British army under General Baird captured Cape Town and the rest of Cape Colony. After the fall of Napoleon Bonaparte the possession of the Cape was confirmed by the King of Netherlands, to whom England paid six million pounds. In 1815 the congress at Vienna ratified this, since when there has been no attempt to wrest the colony from her.

The British were fortunate in their governors, who corrected many of the abuses inaugurated by the Dutch. The settlers, however, had a continual border war with the Kaffir tribes. In 1807 foreign slave-trade was prohibited, followed in 1834 by the total prohibition of slavery throughout the British dominions. All slaves in Cape Colony became free on December 1, 1834. The government paid two-fifths of the appraised value of the slaves to their owners; and the amount of compensation thus paid in the Cape Colony was one million two hundred thousand pounds. It was found impossible to reconcile the Dutch Boers to this measure, and a great many of these left the colony and

migrated to the northward, where they settled the Orange Free State and the Transvaal Republic. The English government allowed them to go without any attempt to restrain them, and the Boers have maintained their independence up to the present time. The recent contests with the Boers are still fresh in our minds; they and the Zulus are yet formidable enemies to the advance of the British, whose policy has been to annex all the surrounding country and leave the boundaries of Cape Colony undefined.

The colony received its present constitution in 1850, by which the colonial parliament was established. The government at present is administered by Governor Sir Hercules G. R. Robinson, who is the commander-in-chief and lord high commissioner. He assumed office on January 22, 1881, and is president of the executive council, and receives a salary of eight thousand pounds per annum. Lieutenant-General Hon. Leicester Smyth is deputy-governor. There are thirty members of the executive council, including the chief justice of the colony (who is also president of the legislative council), and five cabinet officers who occupy seats in both houses of parliament, which are the legislative council and house of assembly. The legislative council consists of five members, elected from each of the seven provinces, and one from Griqualand West, annexed in April, 1881. The house of assembly consists of seventy-two members; two representatives chosen from each electoral division except Cape Town, which has four. The total colonial revenue for the fiscal year 1881-82 was three million five hundred and twenty-four thousand eight hundred and fifty-eight pounds, while the total expenditure amounted to two million two hundred and thirty-nine thousand nine hundred and thirty pounds for the same period.

The colonial military establishment had a total of thirteen hundred and sixty-eight officers and men of the Cape, mounted riflemen, artillery, and infantry, and eighteen hundred and twenty-three officers and men of the volunteers, while the reserved lists of burghers was fifty-five thousand three hundred and seventy-

three, and of levies seventy-six thousand nine hundred and forty-nine for the year 1882. The colony is also garrisoned by several English regiments. The First Battalion Argyll and Sutherland Highlanders were on duty in Cape Town, but under orders to exchange with the Fifty-eighth Regiment of the line at Natal. The Highlanders wear the kilts of the Highland uniform, and they present a decidedly handsome appearance.

#### THE AFRICAN DIAMOND-FIELDS.

In 1867 a Dutch farmer named Schalk van Niekerk, who resided at Hope Town, observed some neighboring children playing with a remarkably brilliant pebble, of which the mistress of the house, without more ado, made him a present, upon hearing him express his admiration of the stone. A trader, named O'Reilly, suspected its being a diamond, and after obtaining possession of it, he had it tested at Cape Town by the French consul. It proved to be a real diamond, weighing twenty-one carats, and was sold to the governor, Sir P. E. Wodehouse, for five hundred pounds. The country was startled by the announcement; search was commenced in Hope Town division, and a second diamond was soon found; then a third was picked up on the banks of the Vaal River. Numbers of isolated gems were found in 1868 and 1869, and during the latter year the "Star of South Africa" was bought from the Kaffir chief Schonell; this gem weighed eighty-three and one-half carats, and was of first water. It was for a considerable time in the possession of a Kaffir witch-doctor, and was used in the incantations and mystic rites. Avarice conquered superstition, and it was sold to Mr. van Niekerk, who disposed of it for eleven thousand two hundred pounds, or fifty-four thousand five hundred and four dollars and eighty cents. These diamond-finds soon brought a great rush of people to this district; and in 1872 the dry-diggings at Kimberly were found to be exceedingly rich. In the river-diggings the diamonds are found imbedded in huge boulders, which have to be broken up, the gravel carted

down the river, and washed in a cradle or in tubs. For dry-diggings a lime-like substance of a reddish green termed the "blue" is dug out, and this is sifted through double series of coarse and fine mesh wire. That which is retained on the lower fine sieve is only valuable, and its contents are carefully examined for the gems.

The diamond-diggings at Kimberly, six hundred miles from Cape Town, are by far the richest in the world. The value of the four principal mines, Kimberly, Old De Beer's, Du Toit's Pan, and Bultfontein, is a total of about nine million nine hundred thousand pounds sterling, with an annual yield of diamonds valued at fifteen million dollars. The Kimberly diamond mine is the largest. The working-places of this mine were, during 1882, on an average of three hundred and forty feet below the surface and two miles in circumference. The diamondiferous ground in some portions is worth twenty-five dollars for a load of sixteen cubic feet, but the average is about five dollars per load for the whole mine. The "blue" ground of the Kimberly mine yields about one and one-fifth carats per load of sixteen cubic feet. No "yellow" ground is worked. Sixteen hundred and sixty-six pounds in weight of diamonds, equal to two million six hundred and two thousand eight hundred and eighty carats, were transmitted through the Kimberly post-office in the year 1882, two thousand two hundred and forty carats being allowed for the pound weight.

Wire-rope tramways are most extensively employed for working the mines, which are really surface-diggings. Within the diamondiferous area these diggings go down to very unequal depths, and the soft earth is deposited around the outer edge of this area, forming an embankment known as the "reef." During the first part of this year this "reef" or soft débris fell into the mines in such quantities that it required eighteen months to remove it. Upward of four thousand tons fell within twenty-four hours, and the calamity produced great distress. Shares in the Kimberly mine, which were worth eighteen hundred dollars, then fell to

four hundred, while De Beer's mine had to be sold by the sheriff. Several merchants have been ruined, and the disaster induced ten of the leading men to commit suicide. The general distress was at this time increased by failure of the crops during the previous season, from the effects of which the people are still suffering.

With respect to the buying and selling of uncut diamonds in and about the vicinity of the "fields," the most rigid laws are enforced by the colonial government. The traders residing in the colony and the employés of the mines are kept under the strictest surveillance, and none are allowed to buy or sell even a simple stone without being licensed as a regular dealer, and even then the transaction is registered by a government recorder.

The penalty for illicit diamond dealing consists of from five to fifteen years' penal servitude.

These laws were made and are enforced in order to protect the owners and stockholders of the mines from theft. Without these laws there would be no way of preventing the employés from disposing of the stones which they can so easily obtain.

On November 11, 1883, we were lying moored to the break-water, waiting for a bark to come out of the dry-dock that we might go in and examine the ship's copper. In the mean time the English people in Cape Town had been extending a number of invitations to us to accept their hospitality, expressing the hospitable feeling with which they regard us and Americans generally.

Commodore Phelps, Captain Weaver, and all the officers received a very polite invitation to dinner from Colonel Robley and the officers of the First Battalion Sutherland and Argyll Highlanders, known as the "Princess Louise's Own." Captain Weaver and seven officers from the wardroom and steerage represented the ship, and enjoyed a very pleasant evening. At 7.30 the guests were escorted to the mess-hall, and seated at the table among the officers of the regiment, the captain and consul being given the seats of honor on either side of Colonel Robley. The occasion was en-

livened by the strains of the "Highland pipers," who played alternately with the regimental band. The following is the order of music:

PROGRAMME—REGIMENTAL BAND.

OVERTURE—"Le Cheval de Bronze," Huber.

SELECTION—"Reminiscences of all Nations," Godfrey.

WALTZ—"Fedora," Bucalossi.

SELECTION—"Olivette," Audrau.

POLKA—"Les Sauterelles," Delbruck.

SCOTTISH AIRS PLAYED BY PIPERS.

MARCH—"The Bonnie Breast-knots."

STRATHSPEY—"Tulloch Gorm."

REEL—"The Reel o' Tulloch."

PIBROCH—"Lord Breadalbane."

When the last course had been served and the dinner was drawing to a close, the adjutant of the regiment arose and, calling attention, proposed "The Queen." "The Queen!" cried all at the table; and, as the toast was drunk, the band played "God Save the Queen." The adjutant then called attention again, and, raising his glass, cried in a loud voice, "To the President of the United States." "To the President of the United States!" repeated every one, and the band immediately struck up our national hymn. After this the pipers marched into the hall and around the table several times playing the peculiar Scottish air of the regiment. At eleven P.M. the captain and officers returned to the ship, well pleased with the entertainment which they had received from her majesty's officers. It is to be regretted that docking and coaling ship prevented the return of this hospitality during our brief stay at Cape Town.

Early Tuesday morning, November 13, we hauled into the dry-dock, where the ship was secured at 5.45 A.M. The dock was then pumped out gradually, while "all hands" got on board the floats and catamarans and scraped the barnacles off the copper until 5.30 P.M., when the dock was pumped dry, the ship firmly secured by shores, and the copper thoroughly cleaned.



Upon examination the copper was found almost perfect ; only a few sheets, about twenty in all, were required to replace some worn off under the forefoot along the keel. Many theories had been advanced to account for the great number of sheets of copper which were found full of holes when we docked at Rio de Janeiro, to repair the damages caused by the "Mozart's" inexcusable blunder in running into us eighteen months before. The present condition confirms the opinion that the damage was caused by acids from the sewers in Wallabout Bay at the New York Navy-yard. Some thought the copper was mixed with metallic impurities of such a nature that when in salt water a galvanic action would be set up which would leave the copper full of holes. If this had been the case this action would have continued, and the copper would have been found to be as badly corroded as before, which this last examination proved not to be the case. The examination was highly satisfactory, since there can be no doubt about the perfect soundness of all the ship's timbers, not to mention the great benefit to the sailing qualities of the ship by having the barnacles scraped off. Our experience since then proved that the ship sailed at least thirty per cent. faster than before.

While in the dry-dock a great many people in Cape Town took advantage of the opportunity to visit the ship. Every attention was shown to the visitors as far as the duties of the ship would permit, though we rather disliked having visitors aboard when we were coaling, for the coal-dust detracted so much from the ship's usual bright, cleanly appearance.

The ship's company also had one day's liberty to visit Cape Town, and to do a little shopping preparatory to the long cruise in the Indian Ocean and around Madagascar.

We remained in the dry-dock until Saturday noon, and during that period we received three hundred and thirty-four tons and fifteen hundred pounds of coal. As we had about thirty-five tons on hand, the total amounted to about three hundred and seventy

tons. Of this amount the bunkers only contained about two hundred and seventy tons, and we were obliged to stow the remainder in bags, twenty-eight tons and one thousand and ninety pounds being stowed in the main hold, and seventy-one tons and sixteen hundred pounds on the spar-deck between the guns. This disposition of weights materially improved the trim of the ship.

The dock was flooded on Thursday, November 16, at 6.30 A.M., and early on Saturday morning we started twelve fires to raise steam. At one P.M., after having received our coal and provisions, the caisson was opened and we hauled out clear of the wharves; after which we steamed out to the anchorage in Table Bay.

While lying at the anchorage a light breeze sprang up from the south, and Table Mountain became covered with a beautiful veil of clouds, known as the "table-cloth." The breeze freshened considerably, and for better security we let go our starboard bower-anchor and started to veer on the port chain. The wind and the currents had a remarkably strong influence upon the ship; and after veering a few fathoms on the port chain, the cable suddenly snapped at the eighty-two and one-half fathom swivel, but the starboard chain remained fast and held the ship, and the port sheet-anchor was immediately let go. The fracture of the swivel gave no indications of any decided flaw to explain its breaking. The next morning while catting the port sheet-anchor a light breeze sprang up from eastward and caused the ship to forge ahead, leaving the starboard chain and anchor tending aft. As the ship continued to advance and the chain did not perceptibly tauten, it was evident that the starboard chain had parted outside of the hawse-pipe. We immediately let go the port sheet-anchor again, which brought the ship up. The starboard chain was then hove in, and found to have carried away at about nineteen fathoms from the anchor. It is difficult to understand why these chains parted, because the wind was not anything like as strong as the "pamperos" which we so often rode out at Monte-

video, while the sea was almost smooth. We recovered our anchors early the next morning.

The same day, November 19, at 4.45 P.M., we got under way and began the voyage to Tamatave, Madagascar. We proceeded under steam until 10.30 A.M., Thursday, November 22, up to which time we experienced fine weather with southerly winds, gradually veering to the westward. The coal on deck was consumed with the exception of five tons. On Thursday we were well to the southward and eastward of Cape Agulhas, the southern extremity of Africa. The Cape of Good Hope is generally considered the most southern point of land of Africa, while Cape Agulhas is rarely mentioned.

We made all plain sail to topgallant-sails, and took advantage of a fine quartering breeze, which continued to favor us until Tuesday, 27th instant. During this time the ship displayed excellent sailing qualities, and frequently made nine and ten knots per hour, and on one occasion logged as high as 11.8 knots. Notwithstanding the good weather the passage was decidedly uncomfortable, owing to the heavy sea and deep rolling of the ship. The maximum roll observed was twenty degrees to windward and thirty degrees to leeward.

At ten o'clock Tuesday morning "all hands" were called to muster, and Squadron Order No. 4, issued by the commander-in-chief on the 12th instant, was read to the officers and crew as follows :

"Commanding officers of vessels on the South Atlantic Station visiting Madagascar, the east coast of Africa, or the adjacent islands will, so far as it may apply to their commands, be guided by the requirements of Section 39, page 85, United States Navy Regulations."

The paragraph referred to in the above order is chiefly a sanitary regulation, no officer or man being allowed on shore after sunset.

## CHAPTER X.

Arrival at Tamatave—The War prevents Communication with the Shore—Departure for Zanzibar—Events of the Trip—Christmas at Zanzibar—Description of Zanzibar and its History—Peculiar Customs and Industries of the Arabs—The Commercial Wealth of Zanzibar—African Slavery—The Slave “Dhows”—The Hospitality of the Sultan of Zanzibar—Remarkable Dinner-Party given by the Sultan to the American Officers—Visit to the Sultan’s Harem—Labors of the English Universities—Missions in behalf of African Slaves—Abolition of Slavery in Zanzibar.

DURING December we cruised in the Indian Ocean along the east coast of Madagascar to Tamatave, and, after a few days’ stay at that port, put to sea again, and proceeded around the north end of the island of Madagascar, across to the port of Zanzibar, where we arrived a few days before Christmas.

A few extracts from the log give the following details of our experience during the month: At noon, December 1, we were in latitude  $34^{\circ} 52'$  S., and longitude  $50^{\circ} 5'$  E., from which position our course was a little east of north to proceed along the east coast of Madagascar to Tamatave. We experienced light headwinds for the first two days, with rainy, disagreeable weather. But the sea was smooth, and in fact we had no rough weather during the entire month, and the ship was very comfortable. December 3 we had a moderate breeze from northwest, which veered to southwest by the 4th, and back again to northeast the next day. We expected to have the southeast “trades,” but were disappointed, as the wind held from the northeast, with but little variation, and obliged us to beat to windward to weather the southeast coast of Madagascar. We tacked ship six times on the 6th, and the ship worked beautifully every time.

About noon the next day we furled sail and started ahead under steam, the wind still being from northeast to north-northeast. We

then consumed all our deck-load of coal, and from this time until our arrival at Tamatave, on December 11, we continued under steam or sail, or both, when the wind favored, without any special incident.

Tamatave stands on a low projection about five miles from Plum Island. A reef encircles Point Hastie, and the direct passage leading to the anchorage is about three-quarters of a mile wide between the north point of this reef and the south point of the Great Reef. These reefs, with a north reef, shelter the anchorage from the northeast, east, and southerly winds. There are two other reefs between Plum Island and the Great Reef, forming channels, either of which may be taken with caution.

We passed in and selected a good berth, but had scarcely anchored when an officer from the French flag-ship "Naiade" came on board with a request from the French rear-admiral for us to shift our berth, because we were in the line of fire between the ship and shore. We then shifted to an anchorage north of the "Naiade." A French health officer also came on board and granted us *pratique*. The place was in a state of siege and actually in possession of the French. The usual salutes were exchanged between the "Naiade" and "Brooklyn."

The town could scarcely be distinguished on account of the trees and luxuriant tropical vegetation, but a French flag over a fort on shore gave evidence of the occupation of the place by the French troops. The town is of considerable importance as the seaport of the capital of Madagascar,—Antananarivo. Before the present difficulty with the French it had about ten thousand inhabitants. The houses or huts are made of light wood or bamboo, and the only buildings of any size are those occupied by the American, English, French, and German consuls. The port of Tamatave has had a very good trade, and two American firms have agents here, who do a very extensive business with the natives; American cottons and merchandise being in special demand in exchange for hides, rubber, etc. Madagascar exports great quantities of rice, and furnishes the main supply for the negroes and natives

on neighboring islands. There is a line of steamers which arrives at Tamatave every fourth Monday from Mauritius and Bourbon, and then proceeds to St. Mary's, Nossi Bé, and Mayotta Island and return, stopping at the same ports. This, the *Armange's* line, is to be extended to run monthly between Mauritius and Zanzibar, stopping at the above ports, and also at Johanna Island and Mozambique.

The Hovas are the dominant tribe on the island, and they are much superior in intelligence and energy to all the other races in the vicinity. Of these there were none in the town, because of the war with the French at the time of our visit. All who came off to the ship did so by the French boats. The first visitor was our vice-consul, Mr. Whitney, with his clerk, Mr. Poupard. The British consul had left the port before our arrival, and the German consul was the only other foreign representative present, and he also paid his respects to the commodore and Captain Weaver.

The commander-in-chief, with his personal staff, called on Rear-Admiral Galibert on the morning after our arrival, which visit the French admiral returned the same afternoon. The French commissioner called on Commodore Phelps the next day. Salutes were fired as prescribed by the regulations when these official visits were made, and duly returned by the "*Brooklyn*" and "*Naiade*." We also had visits from Mr. Sprague, agent for George Ropes, of Boston, Mr. Drew, and an English clergyman.

The appearance of the tropical verdure, the surf on the coral reef to seaward, and rolling mountainous country back of the swamp land and rice-fields were very attractive; but the state of siege deprived us of fresh tropical fruits which we longed for after our four weeks' fare on salt provisions, though some of the visitors kindly sent off some cocoanuts and a few pineapples for some of the officers.

We remained at Tamatave until Saturday, December 15, and during our stay took advantage of the opportunity for small-arm target-practice, with the Hotchkiss magazine-rifles at floating targets at ranges of three hundred yards. The practice was very fair.

On the 14th the French corvette "Beautemps Beupre" came into the harbor, and her commanding officer called on Commodore Phelps, which visit was duly returned. The French gunboat "Vaudreuil" came in as we began to unmoor, and before we got under way the English gunboat "Tourmaline" also came in the harbor and saluted the commodore's flag with eleven guns, which we returned gun for gun.

We got under way at eleven A.M., and steamed out of the harbor to continue our cruise, and proceeded to the northward under steam, and made and reduced sail as occasion required. December 17 rounded the northern point of Madagascar—Cape Amber—and laid our course direct for Zanzibar. From noon of that day to noon of the next we logged the biggest run of the cruise, the distance made good being two hundred and thirty miles. During this passage we experienced fair weather, with bright moonlight nights, but the temperature was decidedly tropical, ranging from 88° during the day to 81° during the night. The temperature of the sea-water at the surface was almost constantly at from 85° to 87°. The engineer's department had the most difficult task, and the rest of the ship's company did not envy the firemen their arduous duties in the fire-room in such hot weather.

On December 19 we went to general quarters, and exercised at target-practice with great guns. Three rounds were fired at a regulation target, at distances of from nine hundred to twelve hundred yards, from the starboard broadside battery and pivots. The practice was very good, everything being favorable for the exercise. During the afternoon of the same day we steamed in a circle to find the compass error by bearings of the sun, with the ship's head on each point of the compass. The experiment was also resumed the next morning, when the sun bore about east, or nearest what is technically termed the "prime vertical."

At eight A.M. on Friday, December 21, we sighted Zanzibar Island, arrived off the city at three P.M., and anchored about a mile from the landing. The sultan's flag-ship "Glasgow"

hoisted the American flag before we had anchored and saluted the commodore with thirteen guns, as a special mark of the amicable relations with the United States. This salute was duly returned, gun for gun, after which we fired the national salute with the Zanzibar flag at the fore. This flag is a simple plain red flag, without a crescent or other distinguishing mark. We found Her British Majesty's ships "Dryad" and "London" at anchor in the harbor, and several steamers belonging to the sultan, one of which, the "Glasgow," is equipped as a gunboat.

Mr. F. W. Cheney, the United States consul, visited the ship shortly after we had anchored. Official visits were received and returned by Commodore Phelps and Captain Weaver from the commanding officers of the "Dryad" and "London," the English consul-general and vice-consul, and the German, French, and Belgian consuls during the several days following.

The bumboats, with laundrymen, butchers, etc., gave us a cordial reception, and came off promptly to welcome us and offer their services. The bumboats brought quantities of cocoanuts, most delicious pineapples and mangoes, with other fruits and vegetables, which were heartily enjoyed. The pineapples of Zanzibar are very nice, and far superior to those in America; they are very juicy and tender and have a delicious flavor. The mangoes are extraordinary, and so superior to those found in the West Indies and South America that they ought to have different names. These mangoes have none of the turpentine flavor so common to others, and it would be difficult to express how very much the ship's company enjoyed them. Salt horse and pork had sharpened all appetites, and this fruit was so delicious!

The Hindis merchants in the bumboats brought off quantities of Madagascar mats, African spears, bows and arrows, and other curios, which were eagerly bought by all hands at much higher prices than the usual market rates.

We had no special celebration of Christmas-day; the caterers of the messes tried to keep up pleasant reminiscences, and some



had plum duff and other delicacies to recall the merry scenes with which the time is so happily associated ; but the tropical sun, the Mohammedan city, and other circumstances made it difficult to realize that Christmas had come again. They say it only comes once a year, but this day did not appear different from any other, only we did not have any drills, and the Sunday routine was substituted for that of Tuesday, except that the inspection was omitted, and we had a chance to take a rest.

The next day we commenced coaling ship, and received one hundred and twenty-five tons from 7.50 A.M. to five P.M. The coal was brought alongside in lighters, which were discharged by the negro laborers employed by the firm which sold the coal. It was very amusing to see these negroes carry the coal to the bunker-shutes. The lighters were loaded with small wicker baskets, each with forty pounds of coal, which were passed up by gangs to the deck, and then carried on the heads of the runners to the bunker-shutes. These negroes kept up a noisy series of gymnastics in passing the coal ; they sang, shouted, and jumped around in the wildest excitement, which, in the oppressive sunshine, seemed almost impossible. Their strange antics afforded great amusement to the ship's company, and their laughter encouraged them to keep it up. They worked very well and filled our bunkers by three P.M. the next day, so that we received two hundred and five tons in less than sixteen hours.

#### ZANZIBAR.

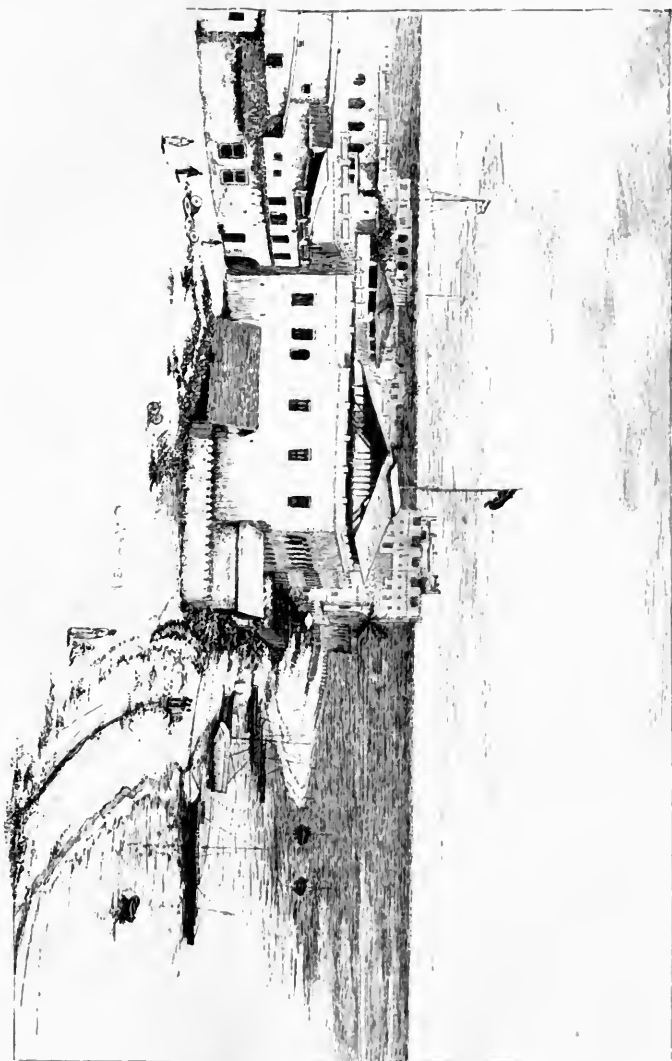
Zanzibar is a country on the east coast of Africa, comprising the islands of Zanzibar, Pemba, Mafia, and other smaller islands, and the coast opposite to them from latitude  $2^{\circ} 30' N.$  to  $10^{\circ} 45' S.$  The word Zanzibar is a modification of Zinguebar, the name by which the country was originally known by the Portuguese traders. "Zing" was the old Arabic name of the East African negroes, and "bar" is the Persian or Indian word for country. The name is disused by the natives, but Europeans designate the

entire country ruled by the Sultan or Seyid of Zanzibar by that name.

The mainland has been but little explored back of the coast, as the Seyid's authority is scarcely recognized beyond the walled towns garrisoned by his troops. Stanley started on his exploring expedition into Africa from this coast. There are a number of small rivers on the coast, and the country watered by them is very fertile. All kinds of tropical productions are supplied, including sugar, cotton, coffee, cocoa, cloves, nutmegs, cinnamon, Guinea pepper, sesame, and indigo, besides maize, millet, and rice. The forests furnish valuable timber of caoutchouc and copal, and much fossil copal is dug in the country south of the island of Zanzibar. All kinds of tropical fruits and vegetables abound. The elephant, rhinoceros, lion, leopard, hippopotamus, several kinds of antelopes, and the crocodile are found; and the rivers are well stocked with fish. Cattle, sheep, goats, and fowls are abundant.

The principal towns on the coast held by the Seyid are Makdishu, Marka, and Barawa, in the Soumali country, and eight towns on the Galla coast and to the southward. The island of Pemba has an area of two hundred and twenty-seven square miles, and that of Mafia two hundred square miles. Zanzibar Island, the headquarters of the Arab power on the east coast of Africa, is the largest and most important of the many coralline islands bordering the shore, and is the seat of most of the trade between this coast and the Arabian or Indian ports by sea, as well as that with the central parts of Africa by land.

The sixth parallel of south latitude runs through the island, which is twenty-seven miles long in a north and south direction, and twenty-one miles broad at its widest part, which is the line east-northeast from the city. The island stands on a coral flat, the result of many years' action of the waves on the original steep low cliffs, which doubtless edged the island when first raised from the sea by upheaval. Parts of the island are most fertile, and tropical cereals, etc., grow profusely. In 1872 a fearful hurricane



ZANZIBAR—THE SULTAN'S HARREM.



visited the island, which destroyed four-fifths of the cocoanuts, and levelled nearly all the groves of clove-trees. These are the principal productions, and they have hardly yet recovered from this loss.

Unjuga, the chief city, generally called Zanzibar, is built on the west side of the island and has an excellent harbor. The houses are built on the lowland and are dazzling white in color. The sultan's palace and harem are conspicuous in the centre of the line of buildings facing the harbor. A tower, but little higher than the palace, rises from the pavilion in front and has an electric light on top. The mosque is a little to the rear of the palace, and is a very small building. The towers of the old fort are seen over a casemated water battery of 32-pounders west of the palace, and back on either side are the houses of the American and European consuls. The large square building on the point is the British consulate-general, formerly the Central African mission-house. These buildings along the water front give the city an imposing appearance from the harbor; but they hide the meaner habitations of which the city is composed. There are no regular streets, and the houses are built in the most irregular order and have only narrow circuitous lanes between them, averaging from six to nine feet wide. It is quite rare to find a row of more than five or six houses, and these have short thatched projecting roofs over the doors, so that the space for pedestrians is still more curtailed. Carriages or vehicles are impossible in the heart of the city, and when one meets a camel or a cow coming in the opposite direction it is difficult to pass. It is absolutely necessary for strangers to have a guide to go through the town. The streets have a strong odor of cloves, and though they are swept clean, yet strong smells are quite prevalent. The bazaars are small, and no effort is made to display the wares for sale. The Hindis and Banyans do most of the native trade, while the American and European firms have most of the foreign trade. The American firms of Arnold, Hines & Co., of New York, Ropes, Immerton & Co., and George Ropes, of Boston, do the most extensive busi-

ness in ivory, copal, rubber, and cloves; this being the principal ivory market in the world. The trade with the United States in ivory, copal, and cloves in exchange for cottons, kerosene, and merchandise is about equal to one-half the entire foreign trade of the port, excluding that with India. These American firms have orders for twelve thousand pounds of ivory monthly, and they cannot begin to fill the orders. Ivory is very dear at present, worth four dollars a pound, and as it is becoming more and more scarce the price will continue to rise. The best qualities of ivory are sent to the United States for billiard-balls, ivory rings, and piano-forte keys, all designed in cutting to avoid waste, and this is so important that the tusks are selected for the various purposes required before being shipped from Zanzibar. The inferior qualities of ivory are sent to China.

In 1872 the exports from Zanzibar amounted to two million five hundred thousand dollars, and the imports about the same. The exports of ivory amounted to seven hundred and seventy thousand dollars, of gum copal two hundred and eighty-four thousand dollars, and of cloves to two hundred and sixty-seven thousand dollars.

The native industries are of the most primitive character. Coconut oil is made in conical stone pits, in which a long beam is worked to grind the meat to oil. A blindfolded camel is hitched to one end of the beam, and, in walking around the pit, causes the beam to squeeze the oil out of the cocoanut-paste in the pit. The action is the same as that which would be effected by a mortar and pestle. Flour is also ground by women, by means of two stones, in the same manner as described in the Bible.

The history of Zanzibar and of the neighboring countries is merely that of a succession of Arabian conquests. One tribe conquered the natives, and, by intermarriages, adopted their customs, by which they sank into the same effete condition as the natives; other tribes came and pursued the same course, so that the effect of all is a race and language in which the Arabian and African

elements are thoroughly mingled. The language most universal is the Swahili, that of the natives. A great many negroes, especially those who have been raised in the English Church, Central African Mission, speak English.

The present sultan is the Seyid Burghash of Zanzibar, Bin Seyid Bin Sultan, who succeeded his older brother Majid in 1870. His father was the Seyid Said of Oman as well as ruler of Zanzibar. The eldest son, Thoweing, became Seyid of Oman, and Majid that of this country. The nobles are Arabians and the merchants chiefly Hindis and Banyans (Mohammedans and heathens from India). The lowest classes of the inhabitants are the natives from the interior, either slaves or free. It is difficult to distinguish the slaves from the free negroes, and it is common for slaves to pay their masters two dollars a month and then shift for themselves. The lowest wages for unskilled labor is eight pice a day, about six cents, which is sufficient for support. A laborer's clothing is made of a few yards of cotton-cloth or calico, like a long gown, and this lasts for half a year, while the ordinary food is cassava-root and salt shark. Skilled workmen receive about twenty-five cents a day, which, considering the relative cost of support, is very good. Besides these there are the people of Sheher, who do all the work requiring energy and strength, people from the Comoro Islands, Madagascar, many representatives from East Indies, Turks, Persians, Beloochees, and Abyssinians, a few Europeans, and six Americans.

The better classes of the citizens of Zanzibar lead very idle lives. The usual course of a day for a man is something like this: Soon after daylight he rises and goes through his devotions, after which he lies or sits in his bed (a frame supporting a grass mat, laced by cocoanut cords) until ten or eleven o'clock. Every house has a seat called "bareza" outside the door, where the master spreads a mat and awaits callers. At noon they have a meal consisting of rice, fish cooked with currie, or, for the richer classes, fowl, sweetmeats, and fruit. In the afternoons the "society" men

dress and scent themselves and go out calling. Coffee is served in the afternoon, and at sunset they have their evening devotions and another meal as before. In this connection it should be remembered that the sun rises and sets within twenty minutes before and after six o'clock all the year round, and the clock on the tower and all timepieces of the citizens are set so that it is twelve o'clock at sunrise, six o'clock at noon, and twelve o'clock at sunset, the sultan's clock being regulated to the time of sunset about once in every ten days.

The women are even more idle than the men, their only recognized employment being a little cooking and sweetmeat-making. Men do all the needle-work and dressmaking, and there are but few women who know how to do it. The richer women pass the greater part of their time lying abed, being fanned by slave girls. They cannot read nor write, and are kept in the greatest ignorance. A widow cannot inherit any of her husband's property, all of which must go to his sons, though some of the nobles provide for their wives handsomely by giving them jewelry and personal property sufficient to support them for life. The lower classes of women are laborers like men, chiefly employed in plaiting mats and as water-carriers, numbers of whom are seen in all the thoroughfares with large water-jugs on their heads, going to and from the reservoirs.

The population of the entire country is about two hundred and fifty thousand, of whom eighty thousand live in the capital. The negroes, both slave and free, form the working class, and number about two hundred thousand, of whom fifty thousand live in the city.

The water-supply reflects great credit on the intelligent policy of His Highness Sultan Burghash. A small stream of pure spring water, near the city, is conducted through water-pipes to the sultan's palace, with branch pipes to various parts of the city, where small reservoirs are placed, from which pure water can be drawn through faucets, the overflow from the reservoir being led



down to the beach. Men-of-war's steam-launches are supplied with fresh water, free of charge, by connecting a length of hose to the reservoir faucets.

The heavier articles of merchandise, etc., are transported by being slung from the centre of a long pole and carried by one or two porters at each end. The lighter articles are invariably carried on the head. There is a narrow tramway near the palace, the carts of which are drawn by oxen, which is now used for transporting stone for the sultan's new harem. It is also used for bringing in cloves for shipment, in season.

The sultan owns all the carriages in the city, about seventy-five in all, which he kindly sends to the foreign consuls whenever they desire. There are but few horses, excepting those owned by the sultan, but donkeys are quite plentiful.

Slave-trade was abolished by Seyid Burghash in 1873, and special treaties were ratified with England for that purpose in 1875 and 1876. Slaves, however, are surreptitiously introduced by "dhows" from the coast, though many are caught, from time to time, by the British cruisers. A special treaty with England has been signed, by which slavery will be totally abolished on August 4, 1889. The English Universities Missions are doing excellent work in the providing for the slaves which are rescued from the slave "dhows." This mission was established in Zanzibar in 1864 by Bishop Tozer, and it has made great progress in Christianizing the coast country of Central Africa. In Zanzibar the mission has now a fine large church building on the site of the old slave-market, with schools for infants, girls and boys, in connection with which there are workshops, printing-office (the only one in that country), and gardens at the mission farm of Mbweni, a dispensary and school for children of the town. There are ten mission stations on the mainland, which include the district as far west as Lake Nyassa. The Roman Catholics also have a mission centre in Zanzibar under the auspices of the French clergy, and their work, in Central Africa and in the city, is very prosperous

and beneficial in Christianizing the African negroes. The plan of the missionaries is to teach the natives to become missionaries themselves if competent; those who are not, are taught some trade in the workshops by which they can support themselves. These freed slaves, thus Christianized, will then eventually form self-supporting communities, and assist as missionaries to their native homes.

The sultan has six steamers purchased from British steamship companies, which he uses for transporting cloves and for the pilgrimages of the Mohammedans to Mecca. He also has one armed steamer, the "Glasgow," from which salutes are fired. The mail communication is monthly by steamers to Aden, and another line to Mozambique. One month is occupied by post to the United States *via* the Red Sea and Europe.

The climate of Zanzibar is much healthier than generally believed, and its sanitary condition compares favorably with that of most tropical cities in the world. The thermometer ranges from seventy-six to eighty-three degrees all the year round, and extremes are unknown. The southwest monsoons blow from May to November, and this season is remarkably pleasant. The northeast monsoons come after a rainy season in December, and are followed a little later in March by a second rainy season, which is the most unfavorable of the year. The climate is, however, debilitating, and the missionaries and agents of mercantile houses rarely remain for more than three years without going home to recuperate.

#### THE HOSPITALITY OF THE SULTAN OF ZANZIBAR.

In view of the fact that the most friendly relations have always existed between the United States government and that of His Highness Sultan Burghash, and especially that the former only desires to cultivate this friendship by a mutually beneficial trade and commerce, the sultan felt particularly desirous to manifest his regard for the United States, upon the arrival of the "Brooklyn," and took a great deal of pains to extend a cordial welcome

to Commodore Phelps, Captain Weaver, and the officers of the ship. An official reception was arranged through Mr. Cheney, the United States consul, for 9.30 A.M., Friday, December 28, which was attended with a great deal of Eastern ceremony.

The commodore, with the entire staff and as many officers as could be spared from the ship, assembled at the United States consulate and walked to the palace through the open ranks of a long line of Arab soldiers. Upon arriving at the pavilion in front of the palace, they were received by the regular army, consisting of fourteen hundred men, under the command of General Matthews, formerly a lieutenant in the English navy. These troops were drawn up in line and presented arms, while the band played our national air. A salute of thirteen guns was fired in honor of Commodore Phelps, which was then promptly returned by the "Brooklyn."

The party entered the palace and were conducted up a flight of stairs, at the head of which they met the sultan, and were all presented to his highness, after which they went into the diplomatic reception-room. The sultan then came in and took a seat at the head of the room. The American officers had seats in order of their rank on the left side, while a party of Arab nobles sat in the same order on the right; the commodore, Captain Weaver, and the United States consul being nearest the sultan, with whom they carried on some conversation through an interpreter, and expressed the friendly sentiments entertained by both nations. The sultan's cup-bearer then came in with a corps of assistants, Arab noblemen, and handed around sherbet to the sultan and the officers. After drinking the sherbet the assistants left the room and returned with black coffee, which they served in delicate china cups with golden holders. After this they came in again with bottles of attar of roses, which they poured on the officers' handkerchiefs. The sultan then rose and walked to the head of the stairs, followed by the officers, who shook hands with the sultan and took their departure. The troops outside came to

"present arms," while the band struck up our national hymn. The officers then returned to the ship.

The sultan had previously arranged to give the officers a grand dinner at the palace, which took place at eight o'clock the same evening. Elaborate preparations were made, and the dinner was a very sumptuous repast. The bill of fare and programme of music were nicely printed on card-board, with Arabic edging and the sultan's monogram at the head of the list in gilded Arabic characters. It was an elegant European dinner of twenty-two courses, with four iced puddings as a specialty. These were named by the sultan himself in honor of "The Republic," President Arthur, and the Honorable Secretaries Chandler and Frelinghuysen, in lieu of toasts.

The officers were received in one wing of one of the palaces, and from there conducted by the sultan to the dining-room. This was in a long corridor, which opened upon an inner court in which the bands of music were stationed. The sultan sat in the centre with Commodore Phelps on his right, Mrs. Cheney on his left, Captain Weaver and the United States consul directly opposite. The other officers, sixteen in all, occupied seats according to rank, more or less remote from his highness. Three of the highest Arab dignitaries occupied one end of the table, and the sultan's brother, with the rich Hindi merchant, Mr. Taria Topin, at the other.

The room was beautifully trimmed with flowers, branches of palms, and tropical plants. The table looked very attractive with silver candelabra, containing red, white, and blue wax candles, handsome bouquets of flowers, and very elegant cut-glass decanters and goblets. At each place there were three decanters of iced sherbets of different flavors; no wines were served at any time, being prohibited by the Koran. Each one had one gold knife, fork, and spoon, and others of silver. The china was exceedingly handsome, probably from India. A Portuguese band in the sultan's employ played selections from operas, etc., like a European band, and alternated with an Arab band which played

distinctive Arab airs, which sounded wild and weird. A chorus of men also sang "The Red, White, and Blue," with band accompaniment, and as a special compliment the American drinking-song, "For he's a Jolly Good Fellow," learned for the occasion.

After dinner they were conducted over a covered way to the private palace, and on to the third-story balcony, from which they viewed a magnificent display of fireworks, coffee being served at intervals, but no cigars, as Arab Mohammedans do not smoke. At the departure they scented the officers' handkerchiefs with attar of roses, as in the morning, and the sultan accompanied them down-stairs, and cordially shook hands with each one as he bade them good-night. The officers returned on board at midnight heartily pleased with the entertainment.

The next day the sultan arranged for a pleasant afternoon drive to his summer palace, three miles from the city. The officers met at the consulate and took carriages in the nearest street wide enough for vehicles. They drove to a harem near the city, where they met the sultan on the steps. The officers were conducted to a large room, handsomely carpeted and hung with Persian tapestry. A large marble basin occupied the centre of the room, and everything indicated great Oriental luxury. The official reception of the commodore and officers took place in one of the side rooms, and in another they were served with ices, cake, sweet-meats, and fruit. From this room they were conducted through a beautiful garden, and after an admiring inspection went on to the gate, where the sultan's carriage and the whole cortege of fifteen carriages awaited them, in which they were driven to a country palace, three miles out of town. The sultan rode alone in a very handsome European barouche, drawn by four beautiful full-blooded gray Arab steeds. His carriage was surrounded by sixteen of his mounted body-guard, armed with lances and carbines. Commodore Phelps, the United States consul with his wife, and Dr. Burbank occupied the second carriage, very similar to the first, with two footmen. The officers and some Arab noble-

men occupied the other carriages, drawn by two horses. The road was good, and the drive through the luxuriant tropical country very enjoyable. The party quickly arrived at their destination, and were conducted through the palace, which was the most handsomely furnished of all they had seen. After this they went to a long low building used solely as a dining-room, in which they were served with coffee, sherbet, and fresh cocoanuts from neighboring palms, each containing a lump of ice. The milk was drank from the cocoanut, as is the custom in the country. The sultan then excused himself because of the time for evening prayer, and requesting the officers to make themselves at home in the gardens and palace, withdrew to his carriage and to the mosque in town. The officers then walked around the gardens and enjoyed every moment in this delightful paradise, but had to leave to return on board by sunset. We expected to have a visit from the sultan on board ship. His highness was unfortunately taken ill the evening before the day appointed for his visit, and his health did not permit his making the visit during our stay in the port.

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## CHAPTER XI.

Departure for the Comoro Islands—Arrival at Johanna—Description of the Comoro Islands—Arrival at Nossi Bé—A Sugar Plantation at Nossi Bé—Arrival at Majunga, on the West Coast of Madagascar—Visit to a Sakalava Queen—Effects of the French Bombardment—Arrival at Mozambique—Description and History of Mozambique—The African Explorations—Discovery of Makala Bay—The Great Importance of this Valuable Harbor—India-rubber Trees.

HOMEWARD bound! But only indirectly. The new year began its course, and while we exchanged the usual salutations upon its advent, the happy thought, that it would find us home again, brightened these congratulations immensely. The Ameri-

can consul and his wife, Mrs. Cheney, all the Americans, and a number of the Europeans in Zanzibar visited the ship and added a great deal to our appreciation of the day. It was something to keep us in communion with those at home, for they were doubtless exchanging the compliments of the season, and so were we.

The next day, January 2, we received a deck-load of coal in bags and made preparations for sea. We got under way at 9.20 A.M. on the 4th and started to go down the channel, in between the coral reefs and islets which form the harbor. We had scarcely gone a mile from our anchorage when it became so thick that we could not see to steer clear of the dangers, and were obliged to anchor to avoid running any risks. Parting salutes had been exchanged with the sultan's flag-ship, but we had to remain in our new anchorage and wait, all routine of duty being virtually the same as if we were at sea. It rained nearly all day and night, but cleared somewhat about dawn on the 5th, when we got under way again and steamed out through the channel. We proceeded on a course for Johanna Island, and made the passage without any special incident. We passed in sight of Comoro Island Monday evening, and early next morning, January 8, we sighted Johanna and stood in for the anchorage off "Brown's gardens."

We expected to be obliged to salute the sultan's flag, more especially when we saw a frowning fortress on a hill above the town. But we had scarcely anchored when General Drahman Oman came on board to extend the usual offers of courtesy and welcome, and also to inform us that they had no powder wherewith to return a national salute. The "general" is quite a character, an Arab with considerable African blood. He spoke English very well and was eager to tell us all he knew, and a great deal more, to express his delight at our visit. The general was especially devoted to Americans. He liked American whalers; and his boat, in which he had, he said, done many gallant deeds, had come from the last whaler which had visited the port two years ago. He was very polite, and extended most cordial invitations

for the officers to make themselves at home at his house whenever they might go ashore. The weather was very unfavorable, and frequent rain-squalls deterred many from going, but those who did go found a cordial and hospitable reception at his house. The surgeons were especially welcome; and, there being no doctors in the town, they had an opportunity of alleviating some suffering, for which they went ashore prepared. The Duke Abbiss, a cousin of the sultan, and many of his relations will probably remember the "Brooklyn" for some time.

Dr. Wilson paid his respects on board the next afternoon, and was anxious for a party of officers to visit his plantation. The distance was too great for them to make this visit before sunset of that day, and we sailed so early the next morning that there was no opportunity to take advantage of his hospitality.

The general was one of the last to bid us good-by, but said he "must" come on board the next morning, and yet he didn't. His astonishment to hear that we had left at daylight, before he could beg for any more presents, can only be conjectured.

The passage to Nossi Bé was made under steam alone, and only occupied thirty hours. The harbor is quite large, and we anchored at 11.40 A.M. about three-fourths of a mile from a jetty which runs out to enclose a small harbor for small vessels. The view from the ship was very pleasing. The harbor is partially enclosed by a rolling country, and being in the possession of the French, betokened somewhat more of modern civilization than the other ports we had just visited. The native village of Anabanorou is situated on low land at the head of the bay, between the high bluff hills of Loucou-Bé and Mahatinzo Point. The French settlement is on the left; and its most conspicuous feature is the residence of the commandant on the crest of the hill above the jetty, and just in rear of a small earthwork containing five small brass howitzers for saluting purposes. The French government have a stone structure for coal (Cardiff bricks), of which they had nine thousand tons neatly piled inside the building.



The village itself is very sparsely settled; one wide main road leads up for about a mile to a reservoir, which supplies the village with water by mains led down this street. The reservoir is fed by an open aqueduct from a spring in the range of hills back of the town. A stone cathedral, schools for boys and girls, and the barracks (a large high building enclosed by a high stone wall) form the principal features of the town. Beyond this point a few native houses were scattered here and there, and line the roadside out to the reservoir. An old stone fort, with re-entering angles and circular towers with loop-holes for sentries, old guns here and there on the partial ruin, spoke eloquently of former struggles with the Sakalavas, and as we looked up the two roads, which at this point diverged from the street, we almost fancied the Sakalavas were coming, and involuntarily turned to see how well the fort commanded the approaches.

The usual salutes and visits were duly exchanged with the French authorities, and every courtesy was kindly extended by the people. Mr. R. W. Childs, an American, the agent of the firm of George Ropes, of Boston, was among the first to call, and he did all in his power to make our stay as pleasant as possible. Mr. Messioner, the president of the French Club, extended a polite invitation for the officers to accept the hospitality of the club, and they were very much indebted to him and the club for this courtesy.

Besides the sugar plantations, this place is a depot for the American firms of George Ropes, of Boston; Ropes & Co., Arnold, Hines & Co., of New York, represented by Mr. Rider; the firm of Roux de Fraissenet, of Marseilles; and Oswald & Co., of Hamburg, all of whom export hides and rubber to Europe and the United States, and import cottons, kerosene, and general merchandise in return. The French war with Madagascar had, however, ruined trade, and there was scarcely any business on this account.

## THE COMORO ISLANDS.

These comprise the four volcanic islands of Comoro, Mohilla, Johanna, and Mayotta, in the northern part of the Mozambique Channel, between the east coast of Africa and Madagascar. Comoro, or Angazicha, the largest and highest of the group, is thirty-five miles long north and south, and from ten to twelve miles broad. It is inhabited by mixed races,—Arabs, Africans, and Madagascans,—and is governed by independent chiefs or sultans, each to a district, who are frequently at war with each other. Comoro Mountain is the highest mountain in the world as compared to the size of the island, reaching a height of eight thousand five hundred and twenty-six feet, and being visible in clear weather for over one hundred miles. It is volcanic, as is the whole island, and traces of the last eruption in 1858 are still seen by the lack of vegetation where the stream of lava had flowed. At the southwest part of the island ignited sulphurous vapors issue from crevices in the ground, and the natives have a superstition that this point is inhabited by devils, and they will not venture near at night.

Mohilla is southwest of Comoro, and it is the least elevated of the group. It is fifteen miles long northwest and southeast, and seven or eight miles broad in its widest part. The natives are friendly and number about six thousand, one-tenth Arabs, and the rest mixed races. It is governed by a queen, a relative of the reigning family of Madagascar. The principal town is Douany, which is walled round and is situated near the beach. The site of the town on low land among the cocoanut palms has led to its being considered more unhealthy than Comoro. The queen's house and the mosque are respectable buildings, but nearly all the houses are mere grass or mud huts.

The next island to the eastward is Johanna, often called Anjouana and Anzuani. This is next to Comoro in size and height, but far surpasses all in beauty and fertility. It is triangular in shape, with each side about twenty miles long. The land rises

abruptly from the sea in narrow ridges to peaks of different heights, so that it has been aptly described to resemble a school-boy's "comparative view of the mountains of the world." The scenery from the "Brooklyn's" anchorage beggars description. The valleys, enclosed by evergreen hills, seemed to invite us to rest among the luxuriant foliage. Here and there small cascades of cool mountain streams offered refreshment, and every variety of tropical tree, shrub, and flower displayed their charms for our entranced admiration. Makhadou, or Johanna town, is an Arab city of one thousand inhabitants, almost all of whom are African slaves or mixed races of Arabs, Madagascans, and negroes. The houses are built of stone for the most part, with narrow, circuitous streets, and the city is surrounded by a stone wall fifteen feet high. This is now merely a ruin. Vegetation is so luxuriant that trees take root in among the crevices of the stones in deserted walls and buildings, and soon grow to such proportions that the wall can no longer sustain them, when the whole mass tumbles to the ground.

The island is governed by an independent sultan, who is an ally of the Sultan of Zanzibar. The present sultan is blind, and at the time of our visit was on his sugar plantation some distance out of town. The Arabs are diminishing in number, and, though slavery still exists, yet it is only in the mildest form, and treaties have been made by which it is agreed to abolish it altogether in August, 1889.

This island has been for many years a favorite resort for American whalers, who used to obtain water, beef, fresh provisions, and fruit at very reasonable prices. The island is chiefly of interest to us as being the residence of an American planter, Dr. Wilson, who was a surgeon in our navy during the war of the Rebellion. Dr. Wilson has a large sugar plantation on the island, with five hundred acres of ground under cultivation. He produces from four to five hundred tons of sugar, which he sells at one hundred and thirty dollars per ton. He employs five hundred laborers, or one to an acre of cane. These laborers are slaves of the Arabs.

Dr. Wilson pays about eighteen dollars a year to their owners, six dollars to the slaves themselves, and it costs him about six dollars a year to feed and clothe them. The commissary department is certainly economical, but when one considers the abundance of fruit, the cheapness of rice (the principal article of food), and that two or three yards of calico a year suffices for a laborer's entire wardrobe, six dollars means six hundred cents, each one of which has ten mills, and is really something to these slaves.

Dr. Wilson, on the other hand, seems prosperous, and has doubtless been well paid for his enterprise and industry. Fifty per cent. of the gross proceeds would not overestimate the profit derived; but he has had enough and wants to sell out and return home again. The tropical beauty of this island, and the many other admirable qualities this and all these lands may possess, are surely good; but what are they compared to our country, "the valley of graces," where each and everything holds out fresh charms ever more and more attractive until no sacrifice seems too great to return to them?

There are two other sugar plantations: that of the sultan, and one at Pomony, owned by an Englishman. These three plantations produce about two thousand tons of sugar annually. Coffee is also cultivated to a limited extent, but of a very superior quality. The total value of the exports and imports amounts to about four hundred thousand dollars annually. There is very little commerce at present. One of the steamers of the Sultan of Zanzibar calls at irregular intervals, and the planters intend to subsidize Armange's line of steamers to call there monthly. Communication is maintained by dhows and small sail-boats which ply between the Comoro Islands and neighboring coasts.

Mayotta, the easternmost of the group, is twenty miles long, north and south, and six or seven miles broad. Its inhabitants are of the same races as the others of the group, but being near the coast of Madagascar they were often a prey to Sakalavas. In 1839 the only town was Zaoudzi, a natural fortress on the east

side, governed by a Sakalava chief, Dansulu. The French took possession of the island in 1841, and established a military and naval colony on a small scale at Zaoudzi. The island is considered very unhealthy, but it is prosperous, and the French colonists have been very successful in growing sugar-cane. Mayotta sugar-planters complain of the want of labor, and a treaty was signed on June 23 between France and Portugal, by which Mayotta and Nossi Bé should be supplied with negroes from Mozambique, though they have not succeeded in obtaining any immigrants as yet.

#### A VISIT TO A SUGAR PLANTATION AT NOSSI BÉ.

Nossi Bé, or Nos Beh, is a small island, fourteen miles long by nine and a half broad, off the northwestern coast of Madagascar. It was captured in March, 1841, by Admiral Hell, governor of Bourbon, who founded the French colony of Hellville. This colony is a depot for naval supplies, and the port is of considerable commercial importance for the trade with the natives on the neighboring coasts of Madagascar and adjacent islands. The principal industry is the production of sugar. The soil is very fertile, and there are fourteen thriving sugar plantations on the island.

Mr. Charles Clain called on the officers of the "Brooklyn" during our visit at that place and extended a very cordial invitation for a party to visit his plantation the following day. This plantation is about twenty minutes' walk from the jetty, up through a small Sakalava village, to a valley beyond a range of hills back of the town. Mr. Clain received the party at his house, beautifully situated on the crest of the ridge overlooking the plantation, and after explaining the general details of his enterprise, conducted them over the estate to exhibit his mill and plantation.

The view from the house disclosed a small valley of thirty-five acres of sugar-cane recently planted, and the opposite hill-side with the village of his forty-five negro laborers, who have been employed

by contract for a certain term of years. The cane had been harvested some time before this visit, and there was no one at work, but Mr. Clain carefully explained every detail and made the visit exceedingly interesting. The path down the hill to the sugar plantation was lined with coffee-trees, which Mr. Clain has ceased to cultivate for want of labor, and more especially since sugar is much more profitable.

The method of planting consists in taking a piece of the old cane about six inches long with five joints; two or more of these splints are placed horizontally in small holes in the ground, about six or seven inches below the surface. These holes are rectangular, seven by four inches, and are kept weeded. The joints on the split produce shoots, which grow up so that each hole contains from ten to twenty-five canes. The holes are placed at regular intervals, and all the ground in the vicinity is carefully weeded, that the cane may have its full growth. The soil is so rich that fertilizers are unnecessary. The cane reaches perfection in the course of eight or nine months, and Mr. Clain has harvested five crops in four years. The uniform temperature of the climate is such that there are no special months in which to plant or harvest. When the cane is cut it is carried to the mill, situated at the base of the hill occupied by the negro village.

The mill is a stone building, one hundred and fifty feet long by thirty-five wide, covered by a corrugated iron roof. The steam-boiler is placed outside in an adjoining house. The building is on the hill-side, and its floor is on three levels. The cane enters at the upper side and is crushed between iron rollers, which squeeze the sugar juices out into a small tank, whence they are conducted to two vats on each side of the next lower floor. Steam and sulphuric acid are then introduced into the juice, by which most of the foreign ingredients are extracted. The syrup then flows into a second series of vats, and a copper boiler, where it is purified, and then conducted to four semi-cylindrical basins, in which a series of steam-pipes, arranged like four long squirrel-cages, revolve

to heat and stir the syrup. This is a substitute for the vacuum-pans, and is much less expensive. The syrup is then led to the centrifugals, in which the sugar is granulated and deposited upon the sieves, while the molasses is allowed to flow into a series of tanks, built of masonry in the ground, thence to fermenting vats, and finally to the still and worm, where it is converted into rum. The grade of sugar produced depends upon the length of time the syrup is agitated in the centrifugals and the speed of revolution. The sugar is packed in plaited grass bags, each of sixty-five kilograms (one hundred and forty-three pounds), and shipped to Europe. The rum is sold on the premises at eight and one-quarter cents a litre, and the demand is much greater than the supply. The water-supply is excellent, consisting of a small aqueduct, with mains about five hundred yards long leading from a small stream up the valley. The annual yield of sugar is about one hundred tons, the greatest being one hundred and twenty for the last years, which from thirty-five acres is much greater than the average of one ton per acre as obtained by slave labor at Johanna. The yield of rum has averaged twenty-four thousand litres annually.

After having explained the process Mr. Clain led the party to another part of the estate, where he had a very fine garden with three hundred different varieties of trees and shrubs from all parts of the world, principally those indigenous to Australia and the East Indies. In this garden there were fourteen different kinds of rose-bushes, many in bloom, and all kinds of tropical fruit-trees, beside apple- and peach-trees from temperate climes. He also had a grove of palms in which there were species of every known variety. It is difficult to express how much the party enjoyed this visit. Mr. Clain took a great deal of pains to explain everything. He spoke English fluently, without any perceptible accent, and his ingenuity and enterprise betokened so much of the admirable qualities of the Yankees that it was hard to believe that he was not one of our own countrymen.

The "Brooklyn's" stay at Nossi Bé was uneventful; we had

some opportunities for drilling when it did not rain, and our routine of duty was not interrupted. The band went ashore to the commandant's the afternoon before we left, and gave the people of the colony a short concert, which contributed to enhance the favorable impression of the "Brooklyn's" visit. At 7.55 A.M., Saturday, January 19, we got under way and proceeded to the port of Majunga, on the west coast of Madagascar.

We experienced rainy weather with a disagreeable choppy sea, which delayed our arrival at Majunga until January 21. The shoals and reefs along the channel made the navigation of this coast exceedingly difficult, but we were mostly annoyed by the weather. The wet season had just set in, and it was decidedly moist. The rain poured in torrents, and it was hot and uncomfortable. The French corvette "Forfait" and gunboat "Capricorne" were at anchor in the harbor, and the French flag was floating over a fort at Amoronbato Point.

The town of Majunga was in two separate parts: one, the Hova town, on the crest of the hill, and the other near the beach. The lower town extends a half-mile along the shore, and is composed of a number of whitewashed stone or brick houses, built by the Banyans and Hindis, who have a monopoly of the trade, and the grass huts of the Sakalavas. The Hova town has been completely destroyed, but it had two thousand inhabitants before the bombardment. The village was regularly laid out in the immediate vicinity of the governor's palace, which was a stone building of some pretensions. The Hovas are Christians, and a church and schools were conspicuous in the town. The crest of the hill is covered with a long line of intrenchments leading to the fort, and evidences of civilization much superior to that of the Sakalavas, Makuas, and other mixed African races were seen on every hand. The place was bombarded on the 16th of May, 1883, by a French fleet of five cruisers. The fleet arrived a little before sunset on the 15th and gave thirty minutes' notice to haul down the Hova flag from the fort, and two and a half hours' warning before they



said they would commence the bombardment, which was, however, postponed until six A.M. the next day. Our consul, Mr. Taylor, and Mr. Rider were invited to take refuge on board the French vessels, which they did that night. The Hovas evacuated the place, but a few stayed in the custom-house until about ten P.M., when the flag-ship turned on an electric light, which created such alarm that they fled immediately. The bombardment was unopposed. The French fired at intervals of from five to ten minutes on each ship, and kept it up, with two hours' intermission about noon, until sunset. They fired about fifteen hundred shell in all and completely destroyed the town, though the fort, being an earthwork, was not so badly damaged. The lower town was but little damaged, and the Sakalavas, who are the allies of the French, took refuge in the stone warehouse of the French agency at Majunga Point, where they have since erected a grass village. The French had a garrison of twenty-five marines in this house and fifty in the fort.

During the "Brooklyn's" stay in port salutes and visits were exchanged with the French as usual. The chief occupation was, however, to try to keep dry. Our consul (strictly, consular agent) was the only foreigner except the French and the Hindi in the place. His flag floated over his house, and he himself was very courteous and polite to the officers.

A number of officers paid their respects to Queen Ananarino of the Sakalavas, at her residence near the French agency. The old lady must have been a beauty, and her features plainly indicated that she belonged to a race far superior to the Africans. Flag Lieutenant Phelps made a neat diplomatic speech, which was interpreted by our consul and pleased her immensely. Her majesty's numerous staff crowded in the grass house, and all were pleased with the visit.

We got under way on January 25, and steamed across the Mozambique Channel to the city of that name. We then found that the northeast monsoons blew from the northwest, and at this

season were accompanied by a great deal of rain. We arrived off the harbor about three P.M. January 28, and anchored close to the fort at 4.30.

Mozambique was discovered by Vasco da Gama in 1498, and this city was founded in 1508 by Tristan d'Acunha. The Portuguese colonized the province, and the capital was of great importance as an emporium between India and Europe. Fort Sebastian was built in 1508-11; it is seventy feet high and has eighty guns, and up to the invention of modern ordnance was a very formidable fortress. The stones were all brought from Lisbon, and the cement used was mixed with cocoanut oil. The Portuguese have exhausted legislation for emigration from Portugal to this colony. Among other projects there was a law giving princely estates to Portuguese ladies who should live in the province and marry Portuguese colonists, but this failed to improve the colony, and it has been declining ever since. It is now a penal colony, and convicts from Portugal and her colonies pay the severest penalties for their crimes. They are employed in keeping the city clean and on other public works. There are few cities in the world which are kept so scrupulously clean. The sailing directions incorrectly state that it is very dirty. The "Brooklyn's" arrival was quite an event, as an American man-of-war at Mozambique is almost as rare as a comet. Salutes were exchanged with the fort, and the commander-in-chief and staff visited the governor-general. The latter, Count Coelho, very promptly returned the visit. He came off in a state barge, and was received by all the officers, and upon leaving received a salute of twenty-one guns. Royal honors were paid to him by the fort and Portuguese men-of-war as he passed.

#### MOZAMBIQUE.

Very little has been written about this country, although it has been in the possession of the Portuguese for nearly four centuries. They discovered the country in 1498, and formed settlements on the islands on the coast shortly afterwards, but their authority is



GENERAL VIEW OF MOZAMBIQUE, EAST AFRICA.



scarcely recognized on the mainland ten miles back from the coast, except in one or two districts. The African explorations of Livingstone, and the more recent ones of Stanley and others, have excited considerable interest in the "Dark Continent," no part of which is less known than that claimed by Portugal as belonging to the province of Mozambique. The colonial secretary, Mr. J. Almeida da Cunha, the British consul at Mozambique, Mr. H. E. O'Neill, and Captain A. de Castilho, of the Portuguese navy, kindly furnished the data from which the following article was compiled :

The province of Mozambique is on the east coast of Africa, and extends from Cape Delgado in latitude 10.41° south to Delagoa Bay, in latitude 26° south. Its western boundary in the interior is indefinite. The government of the colony is administered by a governor-general and secretary at Mozambique, appointed by the crown, with a Junta composed of a president, treasurer, and twelve members, and two representatives in the Lisbon Cortes. There are seven sub-districts, each with separate governor and secretary, viz.: Quelimane, Tete, Lourenço Marques, Cape Delgado, Sofala, Angoche, and Inhambane. The population is absolutely unknown; the colonial secretary estimates that of the city of Mozambique at twelve thousand, consisting of five hundred Portuguese, four hundred soldiers, eleven hundred Europeans and Banyans from India, and ten thousand negroes. The negroes will not allow a census to be taken, and when attempted several years ago at Ibo, it produced a riot among the inhabitants, who were afraid that they were being numbered in order to be enrolled in the army. The colonial secretary estimates the total population of the colony at two million seven hundred and thirteen thousand. The total revenue of the colony, derived from taxes and duties, was four hundred and forty-four thousand five hundred and three dollars for the fiscal year ending June 30, 1883, while the expenses of the administration for the same period were five hundred and ninety-five thousand one hundred and thirty-six dollars.

The colony is therefore a burden to Portugal; but improvement is possible, because the neighboring colonies of Zanzibar on the north, and Natal south, with nearly the same conditions of soil and climate, give much larger returns: those of Zanzibar being three times, and those of Natal ten times, greater than those of Mozambique.

The Portuguese have not settled the country, because, 1. Its unpopularity as the "white man's grave." 2. Competition in emigration with Brazil, the latter country being much more attractive for the Portuguese than this. 3. It being a penal colony, where convicts were known to be at large, deterred honest emigration. 4. The search for gold to the exclusion of agriculture and settled industry, and, in later years, the slave-trade, have blighted all legitimate trade until now. The first three causes still operate to a certain extent, but the second and third need not do so any longer, and there is no doubt but that the first, the unhealthiness of the country, is greatly exaggerated, and can be improved if proper measures are taken. The Portuguese have not pursued the wisest course in colonizing the country. They have occupied outlying islands instead of the mainland, and have confined themselves to these military posts.

Mr. O'Neill, the British consul, has done the world a great service in bringing to light some of the wonderful resources of this country. He has made four different journeys of exploration into the interior, besides several others along the coast. He returned from his last journey after an absence of eight months on February 1, 1884. In this voyage he traversed fourteen hundred miles of unknown country, opened two new routes from Mozambique to Lake Nyassa, discovered the source of the Lujende River to be in Lake Amarambe, and found the valley of the Likugu River to be thickly populated by a hitherto unknown tribe of the Lomwe race of negroes. Mr. O'Neill visited Fernando Veloso Bay, only thirty-five miles north of Mozambique, in 1881, and explored what has been known as the Fernando Veloso River.

He found that this is not a river, but a land-locked arm of the sea, and is known by the natives as Makala Bay. As seen from the promontory, which, shooting out due west, narrows the entrance to half a mile, the bay extends nine miles due south with a mean breadth of two miles. The western side is indented by several bays, which, in those places, increase the width across to four miles. The eastern shore rises from one hundred to two hundred feet high, and forms a peninsula about seven miles wide to shelter the bay from the sea, with the bold promontories almost cut out for settlement. The bay has an average and uniform depth of about eight fathoms, the surface is always smooth, there are no strong currents nor tortuous channels, and it is only subjected to the ebb and flow of the regular tides. Land and sea breezes render its tropical climate healthy; and it is a wonder that such a spot so very favorable for colonization should remain neglected. The neighboring country is full of many species of rubber-trees, and forests of the macroos timber, so celebrated for its durability and imperviousness to the ravages of the white ant. Wild coffee grows in profusion, and the agricultural advantages of the country are immense. Mr. O'Neill's report on Makala Bay created great excitement in Lisbon, and Captain Castilho surveyed the bay and endorsed all reported by Mr. O'Neill. A colonization and trading company has been formed, which is to establish a settlement on this peninsula, which may eventually become the metropolis of East Africa.

Lourenzo Marques is the most prosperous district. A railroad was being constructed to Pretoria in the Transvaal Republic, and it will bring the produce of the Boers to the sea. Sugar plantations have been partially successful, and cotton grows wild in some places, and in others is cultivated by the negroes, who use it for their own small purposes. Opium is cultivated in the Zambesi district, and coal is found in Tete. Tobacco is also grown by the natives, but though addicted to its use they do not know how to cure it. It is a regular article of sale and barter among them.

The only successful industries are the cultivation of the oil seeds amendoïn and gergelim, which, with India-rubber, calumba-root, and orchilla-weed, form five-sixths of the exports. Ivory is scarce. Commerce with the United States is desirable; they need our breadstuffs, kerosene oil, and manufactures in exchange for rubber and other produce. There is no American consul at Mozambique, and Americans are ignorant of its commercial advantages.

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## CHAPTER XII.

Madagascar—The Peculiarities of its Animal and Vegetable Life—The Remarkable Inhabitants—The History as furnished by Missionary Writers—Private Settlements—The Ascendency of the Hovas—Conversion to Christianity—Reaction in Favor of Idolatry in the Reign of Bloody Ranavalona—Christianity of the Present Queen—Peculiar Customs of the Malagasy—Succession to the Throne confined to Female Members of the Royal Family—Status of the Prime Minister—Hova Houses—Sakalava Grass Huts—Mode of Reckoning Time—Native Dress—Cultivation of Rice—Peculiar Implements used—Malagasy Names—Government Employment without Pay—The Blood Covenant—Sakalava Medicine—Men—Hova Marriage Ceremony—Hova Tombs—Description of Antananarivo—The War with France.

### MADAGASCAR.\*

MADAGASCAR is the largest and most important of the African islands. It is separated from Africa by the Mozambique Channel, which is two hundred and fifty miles broad in its narrowest part. The island is one thousand and thirty miles long from Cape Amber to Cape St. Mary, and averages about two hundred and twenty-five miles in width. Its total area is estimated at two hundred and thirty thousand square miles. The surface rises at short dis-

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\* Compiled from James Sibree's "Madagascar and its People," copies of *The Madagascar Times*, published at Antananarivo, *La Cloche*, at Tamatave, and personal observations.



tances from the shore, with a range of hills to a lofty backbone of mountains, which stretch nearly the whole length of the island, approaching the sea in bold cliffs at the southern extremity. The island lies almost entirely within the tropics, extending from the twelfth to nearly the twenty-sixth degree of south latitude. The plains on the coast have a tropical climate and vegetation; but the elevated plateau in the interior four or five thousand feet above the sea, and the insular position give a temperate climate to a greater portion of the country; from June to August, in the interior, the thermometer frequently falls below the freezing-point at night, and the nights are always cool, even in midsummer. There are two seasons, the rainy season from November to April, and the cold and dry season the rest of the year. The rain is not continuous during the rainy season. The mornings and forenoons are generally fine, the rain coming in the afternoon with violent squalls and thunder-storms, often lasting during the entire night. These squalls are frequently accompanied with water-spouts, and the rain pours down with great violence. Hail-storms are frequent and often cause great damage. The coast region is generally unhealthy in the rainy season; rank vegetation and stagnant water produce a deadly fever. Some of the elevated regions are also considered unhealthy, but these are exceptions.

But little is known of the geology of the island. Granite, quartz, basalt, and large beds of clay are found on the east coast and interior. Iron and copper also abound. Rock-salt is an article of inland trade, and coal is said to exist in one portion, also limestone and slate. The soil of the valleys and coast is fertile, and would support many times the present population, estimated at about five million. The traveller's palm is one of its peculiar trees, so called because whenever an incision is made a stream of delicious, sweet cold water flows from the opening. The wood is used for building houses and domestic purposes. Ebony and mahogany are found in the forests. Mulberry-trees with silk-worms, tamarind, fig-trees, bamboo, and gum-copal trees are also

common. The azaina is used for canoes, which are made by scooping out the trunk. Several species of rubber-trees are found. India-rubber is one of the principal exports to the United States.

Rice, tobacco, sugar, cotton, indigo, various spices, coconuts, breadfruit, plantains, bananas, yams, pineapples, peaches, melons, pomegranates, citron, limes, grapes, guavas, oranges, mangoes, and a large variety of tropical and temperate fruits are produced all the year round. Coffee has been introduced and thrives well. Beautiful orchids, the lace-plant, and pitcher-plant are found, with a host of other varieties of vegetable life.

Poultry of all kinds is abundant. Wild and tame cattle are numerous; they have immense horns and prominent humps, as in India. The sheep are hairy and have fat tails like those at the Cape of Good Hope. Horses have been introduced. In the forests there are wild hogs, dogs, cats, small leopards, foxes, and squirrels. There are no true monkeys or apes. The four-handed mammalia is represented by the lemur. There were several of these on board ship. They are very pretty creatures, and have not the grotesque, half-human appearance of monkeys. The head, with its muzzle, is like that of a dog, and they have a long bushy tail, which is coiled round the back or neck when the animal is at rest. One species has alternate black and white rings on its tail; another variety has a curious development of long white hair around the head like a ruffled night-cap. The lemurs are gentle and affectionate, and are often kept as pets, though they are very unintelligent. The aye-aye is another four-handed animal peculiar to Madagascar. It is somewhat like the monkey, and appears to be a connecting link between them and the rodentia, or gnawing animals. It exemplifies an interesting provision of nature, in that as its food consists of a wood-boring larva which tunnels certain trees, it has powerful chisel-shaped teeth to cut away the outer bark, and a lengthened finger on its hands, which is diminished in thickness, with a hook-claw to use as a probe to

pull the grub from the end of its hole. The eyes are large to see by night, the ears expanded to hear the grub at work in the tree, and the thumbs on its feet are large so that it can hold on while using its teeth. Crocodiles are very numerous, and in some parts are a great pest. They destroy numbers of sheep and cattle, and even human beings who incautiously go into the water. The Malagasy have a superstition which prevents them from killing them. Some French travellers once shot a crocodile in one of the series of lakes along the east coast near Tamatave, and excited such consternation among the people that they had to leave the neighborhood. Dogs have a sagacious way of deceiving these reptiles; they say a dog will stand on the banks of a river for some time, and bark furiously to attract the crocodiles, and then run off as fast as possible to swim across at some distance upstream. There is a peculiarly marked species of turtle, called the "geometric tortoise," and a great variety of crab, shell-fish, and oysters. Fossil remains of an immense bird called "ruk" and its egg have been found, the latter six times as large as the ostrich-egg. The birds are very odd,—the falcon, royal bird of the Hovas, called "voromahery," hawk, owl, blue pigeon, bronze goose, many species of teal, heron, kingfisher, duck, sea-gull, wild guinea-fowl, and chaffinch. There are many varieties of queer insects and beautiful butterflies.

The Hovas eat caterpillars, but they deserve credit for making use of their threads. In parts of the country the caterpillars cover themselves with silky envelopes for protection against cold and rain, and some have cocoons in many folds. The country seems specially adapted for silk-culture. Mulberry-trees and the Chinese silkworm have been introduced, but the silk which is destined to be most abundant comes from the cocoon of a caterpillar which feeds on a plant called "ambarivaty" in Malagasy. The Hovas boil the cocoons, then card and twine. The silk is a clear gray, thick, and without brilliancy. It is very strong and durable, and it is said that some has been taken from graves,

where it had covered the dead for centuries and had lost none of its firmness. Venomous spiders, centipedes, and scorpions abound of peculiar character. In fact, the natural history of the island is very interesting and only partially known; many new strange species of animal and vegetable life have been found, and there are probably others in unexplored districts.

The origin of the inhabitants is still uncertain, but it is generally believed that they belong to the Malayo-Polynesian race. Their physical appearance, habits, handicrafts, and language seem to establish this, while the southeast trades made the island quite as accessible as from the nearer coasts of Africa. There seem to have been two or three waves of immigration at different periods, and traditions exist of an earlier race than any now living, known as the Vazimba. The present inhabitants are divided into four chief divisions,—Hovas, about 900,000; Sakalavas, 1,500,000; Betsileos, 1,600,000; and Betsimisarakas, 1,200,000. The Malagasy have graceful figures, and vary in color from all shades of fairness through brown and chocolate color to almost black in some cases. The hair of the lighter races is long, black, and shiny, and that of the darker people generally more frizzly and bushy. It is often arranged in regular rows of large fancy knots. The Hovas inhabit the central province of Imerina, and are the most advanced of all the different races. They are the lightest in color, some nearly white, but a little below the average height. The Betsileos are in the southern central districts, and the Betsimisarakas on the east coast. They are not much darker than the Hovas, but are much less intelligent and energetic than the latter. The Sakalavas have the finest physical development, and their quick, lively dispositions indicate mental ability, but the Hovas have handsomer features and more acute and subtle intellects. The Sakalavas live on the west coast, and, being nearest to Africa, many of them are tainted with African blood. Their superiority over negroes is, however, very decided, and in Nossi Bé, where Makuas have been brought from Mozambique, the Saka-



SAKALAVA WARRIOR AND BOATMAN.

(From a photograph by Lieut. J. J. HUNTER.)



lavas keep apart in separate villages and look down upon the inferior race.

The Hovas are the dominant race, and the government is an unlimited monarchy approaching despotism. The ascendancy of the Hovas is of modern times. The inhabitants used to be divided into different independent tribes, with chiefs selected for ability and personal prowess. There was a certain amount of freedom in these tribes, and that feature is still preserved in the "kabarys," or national assemblies. A certain amount of free speech is allowed, but to avail must be strongly backed by public opinion if it reflects upon the government. The nation is beginning to assert itself, and, like European nations, has just passed through what might be called its feudal age.

The Malagasy have no tradition of their earlier history, except a few vague accounts of the race of Vazimba. The existence of the island was first made known to Europeans in the thirteenth century by Marco Polo, who did not visit it, but learned of its size and position in Asia. It was discovered in 1506 by Lorenzo Almeida, son of the first Portuguese viceroy of India. Not long afterwards the Portuguese made a settlement in Anosy, the southeastern province, but they were massacred by the natives. In 1642 the French made an attempt to take possession of Madagascar and settlement in Anosy. Several expeditions were sent there, and for some years the French had considerable influence in the southern provinces, and claimed sovereignty over the whole island; but the climate and wars with the natives compelled them to abandon it. In 1644 the English had a fort at St. Augustine's Bay, with a garrison of two hundred men, of whom one-fourth died of fever in two years and the settlement was broken up. Madagascar was then unmolested till the close of the seventeenth century, when it became a favorite resort of pirates, who, in time, under the lead of a Frenchman named Misson, formed a settlement and commonwealth, which they called *Libertalia*, on the northeast coast. After committing great depredations these buc-

caneers were suppressed by powerful naval forces sent against them by several European governments. About 1745 the French East India Company took possession of the island of St. Mary's on the east coast, and made a settlement there, and in 1768 they established another colony at Fort Dauphin, at the southeast extremity of Madagascar. In 1774 the celebrated Hungarian adventurer, Count Beniowsky, attempted to conquer Madagascar, and met with considerable success, but his plans were frustrated by his violent death in 1786.

At the beginning of the present century Madagascar was divided into a number of independent states, the most powerful of which was Imerina, the country of the Hovas. In 1808, Radama I. became king of Imerina on the death of his father, Impoima. This ambitious king was visited in 1816 by British agents, and in 1817 he negotiated a treaty with England by which he consented to suppress the exportation of slaves, on condition that England would indemnify him for the consequent loss of revenue by the annual payment of money, arms, and munitions of war to an amount of about ten thousand dollars. Some British officers were sent from Mauritius to drill his troops, and with the arms and discipline thus obtained, Radama I. was enabled to subdue the whole island. In 1818 the London Missionary Society sent a number of missionaries and artisans to teach the people. The native language was reduced to writing, a grammar prepared, and the Bible translated and printed. In the course of ten years about fifteen thousand of the natives had learned to read, and a great many were converted to Christianity. Mr. Hastie, an Irishman, resided several years at the capital as the British agent. His counsels tended to promote civilization, and had much weight with Radama I., who was humane and gentle in character. The king encouraged the missionaries; infanticide and other cruel customs were abolished, and rapid progress was made in the useful arts and in education. The premature death of Radama I. in 1828 put a stop to the advance of Madagascar. He was suc-



ceeded by his widow, Ranavalona I., who exerted herself to undo his work. The schools were closed, and the missionaries driven from the island in 1835. The influence of the idol-keepers, and of the supporters of divination and other superstitions, was restored to its former supremacy. The profession of Christianity by any of the natives was prohibited, and a violent persecution of the native Christians was commenced, in which many suffered martyrdom with heroic fortitude.

The French were expelled from their settlements on the east coast in 1825 by Radama I., and again in 1831 by the queen's troops. In 1845 the English and French cruisers undertook to humble the Hovas, and, after fruitless conferences and attempts at negotiations, bombarded and burned Tamatave, and landed to attack the fort, but were repulsed with considerable loss. From this period all amicable intercourse between the French and English and the Madagascans ceased for eight years, till, in 1853, commercial relations were renewed by the payment of an indemnity to the queen of the island. In 1846 the queen's son, then seventeen years of age, embraced Christianity, and through his influence Christian doctrines were more widely spread than ever; but in 1849 a fresh persecution broke out, and several thousand persons were arrested and punished for their faith, some with death. In 1857 a conspiracy, organized by French emissaries, for the overthrow of the queen's government, led to another persecution of the Christians, in which two hundred persons were put to death. In 1861 Ranavalona I. died, and was succeeded by her son Radama II., who proclaimed liberty to all religions, released the Christian captives, and forbade sorcery and the poison ordeal. The English missionaries returned, and Christianity made great progress. In May, 1863, he was murdered, and his widow, Rasoharina, made sovereign. She was a heathen and a patron of the idols, but preserved liberty of worship. In 1867 a large memorial church in memory of the Christian martyrs was erected at the capital, Antananarivo. The queen died in April, 1868, and was

succeeded by her sister, Ranavalona II., who publicly professed Christianity. Printing-presses have been established at the capital and Tamatave, churches and schools have multiplied, many old superstitions have been expunged, and rapid advances have been made in the useful arts and sciences. The Church of England has a missionary bishop at the head of the church. The Lutherans, Roman Catholics, Methodists, Congregationalists, and Friends also have missions on the island, and now fully one-fourth the population profess Christianity.

In 1867 and 1868 commercial treaties were made with Madagascar by the United States, England, and France, in which all recognized the sovereignty of the Queen of Madagascar over the whole island. There has been and still is a strong party of conservatives in the kingdom who are opposed to the "vazahas" (white foreigners); these are they who cling to the old superstitions, and in the recent treaty, ratified by the Malagasy embassy at Washington in March, 1883, Americans were granted the right to visit all parts of the kingdom, excepting three designated places, which clause was put in the treaty as a rigid concession to these conservatives. There are no restrictions upon commerce, except the payment of duties not to exceed ten per cent. Cows and timber may not be exported, nor ammunition or war material imported without the consent of the queen.

On July 13, 1882, the queen died, and she was succeeded by Ranavalona III., a great-granddaughter of the aunt of Radama I. and the widow of a nephew of the late queen. Her title is "Ravanalomanjaka III., Mpanjaka ny Madagaskara," which words are sewed on a white flag in red letters, to form the national ensign. The coronation of the present queen took place at Antananarivo on 22d of November, 1882, which date was the queen's twenty-second birthday. The Madagascar official gazette of December 1 describes this coronation ceremony, and also gives the proclamation of the queen and prime minister, in which they express their determination never to accede to the demands of the French.

Madagascar is thus gradually emerging from her childhood in the family of nations, and will soon take her place with the rest in the onward march of human development towards the goal of the Divine intelligence; to our Father, in whose Image we were created, and in whose likeness all will be perfected. It is to be regretted that this growth should be impeded by any misunderstanding with an older and wiser nation, and more especially with the French republic, with whom the United States is also closely bound by the most cordial ties of friendship. We hope peace may be speedily re-established to the mutual satisfaction of both parties. The French ultimatum presented June, 1882, makes the following claims: 1, a French protectorate over the northwest coast of Madagascar; 2, the payment of an indemnity of one million five hundred thousand francs; 3, a modification for the benefit of French settlers, of the Madagascar laws relating to the tenure of landed property. The Madagascar government rejected this, upon which the French fleet bombarded and captured the port of Tamatave on June 9, 1883, and held it in a state of siege when we were there.

This closes the history up to the present time, and an idea of the civilization of the Hovas may be formed from the following incident of the French war: When the first intimation of hostilities reached the capital on May 24, eight days after the bombardment of Mojanga, the officers at the palace requested the queen to order all French subjects in the capital to leave at once. The queen said, "No, the French say we are only barbarians, and if we do as you suggest that will prove that we are. But we are not barbarians. We are Christians, and must remember, even at this trying time, that we are so, and act as becomes Christians. They gave our friends at Mojanga one hour. We will give their friends five days, and not a hair of their heads, remember, is to be harmed. If they cannot get filanjana-bearers to take them to the coast, I will provide them with bearers and safe conduct to Tamatave."

A filanjana is a Madagascar palanquin. There are no vehicles

or roads in the country, and the traveller is carried in a *filanjana* by four bearers. This is an iron-framed seat covered with leather and stuffed, and hung from the centre of a couple of light poles of tough wood about eight feet long. For women a basket of *rofia* palm is substituted.

#### MALAGASY CUSTOMS AND INDUSTRIES.

The military success of Radama I. increased military influence over all others. Public offices have been given to army officers in preference, and the exaltation of the military over civilians still continues. The troops are more like a militia than a regular army. They receive no pay, and nearly two-thirds of the whole native male population are enrolled. The grades of military ranks, and also those of all other officials, are reckoned by numbers, commencing with one honor for a private soldier, two for a corporal, three for a sergeant, and so on up to thirteen for a field-marshal. Individual officers are mentioned as a tenth-honor man or fourth-honor man as may be. Additional honors have been conferred since for special services, the sixteenth honor being the highest.

The succession to the throne is confined to the female members of the royal family, but the sovereign is chosen by the head-men of the nation, who form the cabinet. The present prime minister is not of royal birth and cannot become king, but there is no doubt but that he directs the policy of the government, and is married to the queen. When a Malagasy sovereign succeeds to the throne an oath of allegiance must be taken by all persons of distinction. There are three forms of oath: the "*Lefonomby*,"—spearing the calf; "*Velirano*,"—striking water; and "*Hasina*,"—presenting silver coin. In the first spears are stuck into the carcass of a young calf just killed, and the persons sworn, assent by violently shaking these spears, while a judge repeats a certain form of oath. In the second, assent to the oath is given by the parties striking a pool of water with boughs, in which rice-chaff, flowers of certain trees, a musket-ball, and some other things had been previously

thrown. In the third a silver dollar is presented to the sovereign. This last ceremony is done on all state occasions.

Malagasy society is divided into three great ranks: the first, that of the Andrians, or nobles, are the descendants of former independent sovereigns, and some are still allowed certain privileges, among which the right to carry a scarlet umbrella, and to construct a different kind of tomb from that of people generally. The Andrians are the old hereditary nobility, but they are poor and do not have the influence of the higher "*voninahitra*" (honor men). The prime minister, *Rainilaiarivony*, is not an Andrian, but his family had great influence for many generations. The second class is composed of the *Hova* commoners, or free people, who are subdivided into the *borizano* (civilians) and *miaramila* (or military). All these are liable to do all kinds of government work. They are sent to cut timber, quarry stone, and build houses for the service of the government without pay. This service is somewhat oppressive, but it is rendered in lieu of taxes, and the burden is generally shifted on to the next lower class. The third are the slaves; but Malagasy slavery is of a domestic nature, and the slaves are treated as inferior members of the family to which they belong. There are three classes of slaves: the *Zaza-Hovas*, who are of the same stock as the *Hovas*, and became slaves by debt, political offences, and certain crimes. The second class are the *Andevos*, the descendants of those who were captured in the wars of *Radama I.* The third class are *Makuas*, negroes who were brought in "dhows" by Arab slave-dealers and sold to the Malagasy. This class was formally set free in 1877, but many of them still remain with their former owners.

The structure and arrangements of native houses vary in different parts of Madagascar. A *Hova* house is generally oblong, of a breadth about two-thirds its length. It runs north and south, and the door and windows are always on the west side, sheltered from the prevailing southeast trade-winds. Hard clay is used as a kind of adobe by the *Hovas*, but planks are more common. In

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these the planks are upright and grooved at the edges. The timbers are placed close together, and pieces of the tough fibrous bark of the fern-tree are stuck between each plank. The door is made solid of one piece of wood, and instead of hinges has a projecting piece at the top and bottom, let into a socket in the lintel and threshold. A wooden shutter is provided for the window, with a piece of cotton or muslin instead of glass, of which there is none. The old-fashioned roof has an enormously high pitch; three stout poles from the floor support the ridge, and rafters are brought down from the ridge to wall-plate. A slender bamboo framework is then tied on by stout grass, after which the thatch is laid on, in regular sets, often a foot thick. The gables are also thatched and have outside rafters, which are crossed and project above for several feet. These last form house-horns, and in some of those of the wealthy people have ornamental figures of a bird carved on them. There is no chimney, and the smoke finds its exit through a small hole in the north gable.

Some of the grass houses built by the Sakalavas are very pretty when new; they are built of the stems of palm-leaves, placed upright in the ground a few inches apart. Round holes are cut in these uprights for smaller horizontal stems to run through and form the body of the walls, while the space is filled up with palm-leaves. In one which we saw at Mojanga, considerable taste was displayed in the arrangement of the palms, which were cut like a half of a palm-leaf fan and placed diagonally between the frames in regular rows. Other horizontal stems are placed on the inside, and all parts are tied together with cocoanut fibre to give solidity to the wall. The roof is supported by end poles, and the gable walls project about a foot outside the other two. The floor inside is generally of hard clay and often matted; no chairs or tables are seen, but a clean mat is brought out and unrolled for visitors to sit upon. The arrangement of the interior is exactly the same for nearly all houses. The bed occupies the northeast corner. The hearth is near the northwest corner, and

consists merely of a few stones for supporting the cooking utensils. The smoke covers the inside of the roof with soot in long pendants, which they will not remove, because it is an evidence of the long occupation of the dwelling,—a social aristocratic distinction. The Malagasy are complimented when mentioned as “the ancient soot.” The rice-bin has its peculiar place in the southeast corner, and sometimes there is a box for clothes and valuables. Fowls and pigs are often at home in the southern part of the house.

In speaking of the direction of places, the Malagasy always refer to the compass bearing north, east, south, or west as may be, and never use the terms to the “right or left,” “above or below,” etc. Before the introduction of clocks and watches, which are still very rare except among the wealthy at the capital, time was marked by the points reached by the sun’s rays in different parts of the house through the day. The following will incidentally convey an idea of the habits of life :

Daybreak . . . . .	about 6 o'clock.
The dew is dry . . . . .	“ 7 “
Feed cattle . . . . .	“ 8 “
Sunshine on the roof . . . . .	“ 9 “
The day is wide open . . . . .	“ 10 “
Sun at doorstep . . . . .	“ 11 “
Sun over the ridge . . . . .	“ 12 “
Sun shines in the door . . . . .	“ 1 “
Sun shines on rice mortar . . . . .	“ 2 “
Sun on east wall . . . . .	“ 4 “
Collect cattle . . . . .	“ 5 “
The red sun . . . . .	“ 5.30 “
Sunset . . . . .	“ 6 “
Cook rice . . . . .	“ 7 “
Eat rice . . . . .	“ 8 “
Gun-fire at the capital . . . . .	“ 9 “
People lie down . . . . .	“ 10 “
Midnight . . . . .	“ 12 “
Frog croaking . . . . .	“ 3 “
Cock crowing . . . . .	“ 3.30 “
Seen the color of cattle . . . . .	“ 5.30 “
The east is light . . . . .	“ 5.45 “

The year is divided into twelve months or moons, of twenty-eight days each, so that the year is eleven days shorter than ours. New Year's day is eleven days earlier every year. Many of the names of the months begin with the Arabic article "al." For example, "Alakarabo," "Alahotsy," which evinces Arab origin for the little knowledge of astronomy. There are many superstitions connected with what are called lucky and unlucky days. Children born at certain times were often put to death, and at certain others a child's evil destiny had to be overcome by an ordeal or by the propitiatory offering of "faditra," a scapegoat.

The peculiar dress of the Malagasy is the lamba, a piece of cloth about three yards long and two yards wide, folded round the body under the arms, with one end gracefully thrown over the shoulder, somewhat like the Roman toga. It is made of various materials,—silk, cotton, hemp, banana, or rofia-palm fibre. Almost all Malagasy women, from the queen downward, can spin and weave. The silk lambas are often very beautiful and expensive. The patterns are generally arranged in stripes of different colors, with flowers and leaves worked in, and very elaborate borders. The ordinary dress for men consists of a long piece of cloth round the loins, sometimes a coarse jacket, and always a lamba of some cheap material. The Sakalavas on the west coast do not wear the lamba. A straw hat is worn by those in the army. No head covering is allowed to civilians. No use is ever made of the skins of animals for dress. The women wear no bonnets or other head covering, but often carry a parasol. The European dress is gradually becoming more and more general throughout the land.

Rice is the staff of life to the Malagasy, and its culture occupies a great portion of the time and attention of every part of the community. To have a meal is termed "mihinam-bary," that is, "to eat rice." The rice-fields are all nearly perfectly level, so that water may flow evenly over every part of the growing crops. Rice-culture involves a great deal of labor, for every stalk is not only sown but also transplanted. The work commences in what



are called the "ketsa" grounds, which are a series of terraces formed on the sloping hill-sides of the valleys, each with a low bank of earth, about a foot high, to prevent the soil and plants from being washed down to the next lower level. Spring-water is conducted over the uppermost terraces, from which it flows down each successive step to the plain below. These ketsa grounds have the appearance of an immense green and watery staircase on the hill-sides. The rice is sown thickly upon the ground on these terraces, after it has been dug and softened by the water flowing over them. After a few weeks the blade comes up thickly, and when about six inches long is ready for transplanting. In planting, the young plants are taken up, tied in small bundles, and carried to the rice-fields in the plain. These fields are kept covered with water a few inches deep, brought by an extensive system of canals and water-courses from the river Ikiopa. A number of plants are held in one hand and rapidly and dexterously fixed in the soft soil, leaving plenty of room between each to avoid crowding. The country then experiences a great change, large tracts of dry brown land being speedily covered with an exquisite green carpet of rice-plants. In harvest-time the great plain is covered with waving crops of yellow grain, resembling a barley-field when ripe, but still growing in water a foot deep. In harvesting the men go up to their knees in water and cut the rice with large straight-bladed knives. Sheaves are formed and piled in small canoes, in which they are carried to the banks and then laid out to dry in the sun. The rice is then threshed upon large stones or smooth hard clay. No flail is used, but the grain is separated from the husk by simply beating the heads of a handful of stalks on the stones or hard clay. The rice is then dried again and stored. The granaries are dome-shaped pits dug in the hard clay soil. The mouths are covered with small flat stones and then with earth, to make the pits air-tight. On level plains granaries are built of clay in cones from ten to fifteen feet high, with an opening in the top covered with a stone as in the pits.

These rice-pits were formerly used for the capital punishment of criminals. The convict was put in the pit with his head above the ground, after which the pit was filled with boiling water to scald him to death. Some Christians suffered martyrdom in this manner.

The spade used differs from those in America. The blade is long and narrow, and is fitted with a handle six or seven feet long, made of heavy hard wood to sink by its own weight and pressure of the hands, without requiring pressure of the foot on the blade. Rice is generally kept in the husk until required for each meal, of which they have two each day, one in the forenoon and again soon after sunset. The rice is prepared daily by placing it in a large wooden mortar, and pounding it with a wooden pestle of hard wood about five or six feet long. The rice is then winnowed by shaking it in a large flat wooden dish. It is then washed repeatedly in cold water, cooked in globular earthen pots, and served in dishes of coarse glazed native pottery. Horn or wooden spoons are stuck into each portion of rice, and the meat gravy is either poured over it or served in another dish. The poorer classes often have no meat with their rice, though beef is good, plentiful, and cheap, as are all kinds of poultry. Mutton is poor and lean, the native sheep being hairy and more like the goat. Beef is eaten at funerals, feasts, and rejoicings. The Malagasy are specially fond of soups and stews, and when they cannot get meats content themselves with the boiled leaves of the mangahazo and the manioc-root, which is nutritious but insipid. A taste for tea and coffee is spreading, and a very fair quality of coffee has been grown near Antananarivo. The Hovas are not addicted to drunkenness, but a coarse spirit is distilled from sugar-cane, and cheap clarets and vermouth are imported. After each meal they rinse the mouth with cold water, which probably accounts for the whiteness of their teeth. They consider Europeans very uncleanly in neglecting this practice. Smoking is not practised except by a few, who have learned to do so from foreigners. Tobacco grows



MALAGASY GIRLS POUNDING RICE IN A MORTAR.

(From a photograph by Lieut. J. J. HUNKER.)



wild, and the weed is almost universally used in the form of snuff, mixed with ashes of some sweet-scented plants. The snuff is not applied to the nostrils, but placed between the lower lip and gums.

Almost every one who does not know the Malagasy language will be struck by the length of many of the names, such as "Rainivoninahitriniony" or "Rabadonandrianampoinimerina." The first is the name of the former prime minister, and both are of course compound names; the last is easily understood by separating the parts,—“Rabadon” the child of, “andrian” the prince, “ampoin” in the heart of, “imerina” the name of that part of Madagascar where the Hovas live; the whole name means, “the child of the prince in the heart of Imerina.” Other names can be similarly analyzed. There are no family names as with us, and it is often difficult to distinguish different ones to know “who is who.” It will have been noticed that most of the names begin with the syllables “Ra” or “Raini,” as Ramasiaka, Rainitavy, the names of those we met on board the ship. The prefix “ra” added to any word makes a proper name of it, as “voalavo” means rat, but “Ravoalavo” is the name of a person. The other prefix, “raini,” means the “father of,” and it is a common custom for a man on becoming a father to name his son and then change his own by prefixing “Raini” to his son’s name and dropping his old one. A man may have been called Rakota all his life until he had a son, whom he named Rasoa, and then he became known as Rainisoa. The mother often changes her name in the same way and becomes Renisoa, the mother of Rasao.

The name taken by the sovereign becomes sacred and may not be mentioned lightly. This sacredness is applied to everything connected with a sovereign after his death. The body is not called a corpse but “the sacred”; it is not said to be buried but hidden. Sakalavas on the west coast change the name of their sovereign after his death, and consider it sacrilegious to speak of him by his former name. The name given after death is held in greatest reverence; it always ends in “arivo” (thousand), and with the other

portions of the name signifies that he was loved or feared by a thousand, etc. If any one has met with a misfortune he will often change his name to overcome his bad luck. Many Biblical names have been introduced since Christianity has made such progress. Daniel, Joseph, etc., become Radaniela, Rajosefa.

The canoes and boats of the Malagasy are very peculiar. They are generally hollowed out of the trunk of a tree. Some of those on the lakes in the interior are forty feet long, three feet wide, and three feet deep, with no keel. A primitive contrivance called zahitra is used upon the rivers on the southeast coast. This consists of a number of bamboos lashed together at the bow and spreading out like a fan astern. They also have boats called "sary" on that coast, built of planks carefully fitted together, with the ends rising like a whale-boat, thirty feet long and eight feet beam, which can easily carry fifty persons. No nails are used in its construction, the planks being all tied together with palm-fibre and the holes plugged. There is no frame, but thwarts act as braces, being let through the planking. The seams are calked by strips of bamboo, and bamboo is used for thole-pins. The oars are long and similar to ours. The Sakalavas use the outrigger canoes, numbers of which were frequently alongside the "Brooklyn." Two light poles are lashed across the canoe a short distance from the bow and stern, and support a stout floating piece about four feet outside, by two upright pieces let into the float and tied to the outrigger-poles. Sometimes there are two floats, but generally a floating piece on one side and a light pole between the two outriggers on the other. A piece of cotton sheeting is used for a sail stretched between two poles. One may be said to serve for mast and the after one for sprit. The float is always on the lee side, and all canoes are double-enders.

The Malagasy are skilful in all handicrafts. Every woman can spin and weave; the spindles are simply a long piece of the tough bark of the anivona palm, to which a circular piece of bone is fitted to fix the cotton, wool, or silk cocoons. The looms

are rude contrivances: four pegs stick in the ground with slight connecting pieces, and a long piece of wood to tauten the woof, a shuttle, and a few hanks of yarn. With these simple means the women produce strong and often beautiful stuffs of hemp, cotton, rofia palm and banana fibre, and silk. In plaiting mats, baskets, and hats their ingenuity is very apparent. In the coarser kinds the tough peel of the zozoro, or papyrus (the same material used by the ancients for writing upon), is employed, and in the finer ones the grasses of the country. The hats rival the celebrated Panama hat, and have double thickness. They commence at the crown and work towards the edge, which, therefore, has to be hemmed in. In the nests of boxes the smallest, three-quarters of an inch cube, are made of straw like the finest thread, and also is of double thickness.

In metal-work the men are no less ingenious than the women. All kinds of iron, copper, and brass wrought work can be produced with neat finish. The spears made by the Baras, of which there were a "few" on board, are good specimens. The staves have inlaid copper bands, and the lower ends are fitted with a sharp spade-piece. The spear-blades vary in size according to the rank of the owner. At the capital goldsmiths make exceedingly fine minute silver chains and silver filigree-work something like the Maltese. Trades and occupations are beginning to define the different classes more distinctly, especially among the Hovas,—skilled artisans, musicians, carpenters, leather-workers, and traders. There are no banks as yet, and money is stored in a hole in the house. They sometimes lend money, but at about fifty per cent. interest.

The system of fanompoana, or compulsory government service without pay, is naturally a great drawback to those who learn a trade, because the prospect of being obliged to devote their acquirements for the service of the crown without pay is not encouraging. All persons are obliged to render this service, and the greater their ability the greater the demand for this service. This system will probably be discontinued. A beginning has already

been made, and taxes will be eventually substituted as more equitable.

Besides being obliged to render free service to the crown, the Malagasy pay the greatest respect to the sovereign. Every one must turn out of the way before the queen, and also before anything belonging to the crown. One frequently sees the road cleared of people, and all heads being uncovered, as a native with a spear precedes a party of men with water-jugs, luggage, or cattle, shouting "*Mitarila!*" ("Get out of the way; it is royal property!") The queen never leaves the palace without being accompanied by the chief people, nobles, hundreds of soldiers and attendants. Her presence is always known by a large scarlet umbrella carried over her, even when on the veranda or in the royal gardens. Scarlet is the royal color in Madagascar, and none but the queen may wear a scarlet lamba. Upon a queen's death the royal houses are draped in scarlet from the ridge to the ground.

The queen is never seen in the streets except in the state *filanjana*, and never alights from it in the city except to stand on the sacred stone. One of these is in the centre of the city, upon which the queen always stands when returning to the city from a distance, to receive the salutes of the troops while the forts fire cannon. The other sacred stone is on the plain below the city, which the queen stands upon at her coronation; similarly in England the coronation-chair in Westminster Abbey having the stone from Scone under it. The queen always occupies the highest seat in all Malagasy assemblies.

The most interesting assembly is the Malagasy *Karbary*, held at the capital usually in a large triangular lot called *Andohalo*, or else at *Mahamasina*, a little west of the city. The people, all, old and young, except mere infants, go to the assembly ground at daylight and take their allotted places and wait most patiently. Early in the forenoon guns are fired to announce the departure of officers from the palace with the royal message. Drums and bands announce their approach through lanes in the crowd, kept open by



lines of soldiers. On important occasions the prime minister brings the message, he and the numerous officers of high rank being clad in gorgeously-embroidered uniforms. Lines of inferior officers receive them, and the scene presented is richly variegated with all kinds of distinctive dresses of the different tribes and classes of people. The prime minister then gives word of command to the troops, who present arms towards the palace to salute the queen, and the multitude turn in the same direction, uncover, and shout "*Trarantitra!*" ("*Reach old age!*") Guns fire royal salutes, and the bands play the national air. The officer next in rank then orders the salute to the prime minister, who stands uncovered while the troops support arms and salute. This officer is in turn saluted by next in rank, and so on for two or three grades lower. After these preliminaries the prime minister draws his sword and delivers the royal message, which he does eloquently. Almost all Malagasy are said to be born orators. In these speeches there is also a long recital of the queen's ancestry, and mention of her predecessors, and then finally the subject of the message. At every important point the question is asked, "Do you not agree to my wishes?" to which they shout "*Izay!*" ("*We do!*") The prime minister resumes his seat, and the representatives of different tribes, nobles, etc., reply in regular precedence according to rank. When replying to the speech three persons from each class advance, salute the queen, and after repeating the usual complimentary phrases, they express in vague and general terms their assent to the words they have heard, give assurance of fidelity and loyalty, and present the "*hasina*" (silver dollar). On some occasions, amidst popular excitement, these speeches are lengthy, and the speaker will turn around to his companions and demand in a loud voice, "*Fa tsy izay va?*" ("*Do you not agree with me?*") to which they shout, "*Izay!*" (assent) in reply. On very special occasions the queen comes in person and delivers her speech at the *Karbary* with great ceremony.

Among the peculiar customs there is the brotherhood by blood

covenant called "Fato-dra," that is, "bound by blood." It varies among different tribes, but essentially consists in taking a small portion of blood from the breast or side of each of the two contracting parties, which is mixed with other ingredients, stirred up with a spear-point, and then a small portion swallowed by each, while strong oaths of friendship are made, binding each to be ready and willing to make any sacrifice for the other's benefit; because they both then become of one blood. The French traveller, M. Grandidier, became blood-brother of the Sakalava king, Zomena, of Tanosy, south of the St. Augustine River. In this case all the people of the tribe congregated around him, and the king seated on a mat in the centre. An ox was brought, thrown down, and had its legs tied together. A prince of the royal family cut the ox's throat, and, reciting some prayers, received the first blood in a calabash with water. A pinch of salt, some soot, brine, powder, and rum were added, and both parties stirred the consecrated liquid, the king with his spear-point, the Frenchman with his ramrod. One of the chiefs then delivered a speech, reciting the obligations of this compact; then Zomena took a small wooden bowl and poured out some of the liquid for the Frenchman, who drank the contents off. The king patted him on the back and all the people came up and shook hands, calling him brother of their king. The Frenchman then filled the bowl for the king, who drank the contents in the same manner, while the other chief men drank the remainder in the calabash.

The Sakalavas have a peculiar medicine-dance for the cure of the sick. This is called "Bilo" at Mourondava, and "Salamanga" in Tullear. A platform of poles is supported about eighteen feet above the ground by four stout poles with two ladders, the rounds tied on, leaning against it. The invalid is carried on top of the platform and laid on a mat with his face turned upward. Charms are tied on the projecting ends of the ladders and idols placed at the foot of each of the poles. About sunset all preparations are completed and the people congregate around the structure for the

dance, to charm away the evil spirit in the invalid. An ox is killed and his blood sprinkled upon the posts. Fires are lighted at dark and the dance begins to the music of drum and native flute, accompanied by a doleful chorus by the women, who clap their hands, while the men join hands and dance around, striking the idols, as they pass the posts, with their spears. The dance grows quicker and quicker, the people shout and scream to compel the idols to drive the evil spirit out of the invalid ; and it is kept up for about two hours, when nearly all are completely exhausted by the dance and frenzied excitement. The invalid is then removed, and if he recovers some one of the dancers is believed to have received his evil spirit. If not, and there remains no immediate prospect of recovery, he is killed, at his own request or that of his nearest relative, by being speared through the breast. The higher the rank of the invalids the greater the ceremony, more oxen are killed, and a greater number of fires lighted for the occasion. In Mourondava, Tullear, and other towns these structures are permanent, and in the former place the dances take place in the afternoon, one of which was witnessed by a number of our officers.

Witchcraft and sorcery have had great influence with the Malagasy ; and all kinds of charms are in vogue, especially away from the Christianized portions of the country. These are called "ody." The charm, "odifaty," is a cordial for use in case of sorrow or great danger ; "odifitia" is a love charm ; "odiratsy" malignant charm, etc. The Bara, Tanala, and some east coast tribes wear charms around their neck. These are small pieces of wood smeared with oil. The richer classes have them ornamented with beads. The bones of a lemur's hands and feet are worn as charms against fatigue. A small piece of wood, shaped like a canoe, is a charm against drowning. Little human figures are charms for obtaining spoils, getting many slaves, etc. Pieces of bullocks' horns are said to charm away a musket-ball. These are ornamented with tin or beads, a cavity made, which is filled with ashes of certain woods of magical trees and mixed with fat or beeswax ;

this called "odibasy" is believed to render the wearer invulnerable. The Betsileos have charms cut from trees, which they rub on a rough stone and then eat the dust to cure sickness, for antidotes against poison, curing wounds and giving protection against poison, lightning, and crocodiles, the latter being the most dreaded.

The administration of law is in the hands of judges, who act as representatives of the queen. Before the reign of Ranavalona I. there was no code of laws; but decisions were made upon the oral testimony of witnesses in the presence of the accused. The judges used to meet in the house of the accused, but this custom was abolished because the king, Radama I., once passed by the house where a case was being tried, and the judges pretended not to see him, and did not rise to salute as is the custom. The king then ordered the house to be pulled down, and that all trials should thereafter take place in the open air. Disputes are very frequent, no lawyers are employed, and every one pleads his own case. The judges now sit on a raised bank of earth, and the depositions are taken on a piece of paper laid on the knee. In difficult cases the judges often retire to consult, and formerly they used to resort to an ordeal by poison. This "tangena" ordeal consisted in taking portions of two poison-nuts rubbed in the juice of a banana. The culprit first had to eat a little rice and swallow three square pieces of a fowl's skin. After taking the poison he was given a little warm water, and if he vomited the three pieces of skin uninjured he was declared innocent, if he did not the chances were that he would die of the poison, and all further evidence of his guilt was unnecessary. People had the most implicit faith in this poison ordeal, and when under suspicion would demand to be subjected to it, though it was certain that many would be victims. Whole villages took the ordeal at times, and the mortality caused by it was very great. In the treaty with England in 1865 the use of the "tangena" ordeal was abolished.

The punishments inflicted are very severe. In the army they consist of flogging, degradation in rank, confinement with or with-

out irons, and, in case of desertion or cowardice, death by being burnt alive. This last was adopted by the soldiers themselves when appealed to by Radama I., Madagascar's Napoleon; but was abolished about six years ago. The Hovas are not so regardless of life as before the introduction of Christianity. For crimes, the penalties were flogging more or less severe, loading with chains, etc., but rarely confinement. Convicts are put to hard labor on public works. Certain crimes were punished by maiming: cutting off the hands and feet; but this is not practised now. Money fines are frequently imposed, especially for damages by stray cattle; and one peculiar case is the fine of an ox and a dollar if a man's house burns down, no matter what the cause. For political offences and non-payment of debts persons are often sold into slavery, and sometimes the offender's wife and children are included.

The tribes of Sakalavas, Mahafalas, Baras, etc., who live in the southwestern districts are extremely savage, and their punishments severe and barbarous. Capital punishment by spearing through the back is common. Theft was punished by death, and the usual fine for all offences was one hundred oxen and a slave. This sentence is invariably pronounced now when a case is decided by the king. But it is not executed; some substitute is accepted instead, as a few yards of cloth or a musket, or if the offence is very grave, a few oxen besides.

The traders at Tullear have frequently been robbed, and when the thieves were discovered it resulted in the imposition of this fine, but the amount paid was merely a nominal substitute, not to be compared with the value of articles stolen, which, by the way, were seldom returned.

Since the abolition of polygamy the family life has taken very much the same form as among Europeans. Among the Hovas a marriage is celebrated first at the house of the bride's father, and then at that of the bridegroom's family. The young couple sit together to eat rice and other food with one spoon from the same

dish. A handsome silk lamba is thrown round them both, and the marriage becomes legal and binding by presenting a small sum of money to the bride's parents. Among the Sakalavas, when a young man wants to obtain a girl as his wife, his courage and qualifications are tested, by having a clever spearsman to throw spears from a distance at the young man, which he must catch without displaying any fear in order to be declared an accepted lover. The king of the Hovas was allowed twelve wives, who used to have a voice in the administration of the government. Several of Radama's wives are still living, but as Madagascar laws do not allow of a king in the future, this custom is abolished. Strong family affection and tribal clannish feelings exist among the Malagasy, and one of the most dreaded evils is to be "ariana," cut off by his family or tribe. This family affection is even extended to the slaves born in the family, who are looked upon as inferior members, very much as was the case in the Southern States before the war of secession.

There are many strange observances and beliefs connected with death. At the death of a sovereign a number of things become "fady,"—prohibited for a specified time. At the death of Radama I., everybody was ordered to shave the head, no showy dress or ornaments were allowed, riding on horseback or in a *flanjana*, weaving silk, working in precious metals, carpentry, straw plaiting, all salutations, playing on musical instruments, dancing and singing, were all forbidden for a considerable time. At the death of Queen Rasoherina, in 1868, similar orders were issued declaring what was "fady." Among the Sakalavas, when a death occurs in their villages they move their settlement to a short distance. They seem to believe that the spirit of the deceased will haunt the spot and harm those who stayed where it lived. This continual change accounts for their unsubstantial style of houses, usually mere grass huts. The Sihanaka do not pull down the house nor remove the village, but leave the house vacant to fall to pieces. When they take a corpse to the grave one man carries

a dish filled with burning cow-dung on his head, which is placed at the head of the grave so that the corpse may get fire if it should be cold.

The tombs and burial customs of the Malagasy vary in different parts. The large amount of time, trouble, and money expended on them is remarkable. This arises from their religious belief that their departed friends become divine. When a Sakalava king dies, the corpse is wrapped in an ox-hide and buried in the deepest recesses of the forests. After some months the chiefs meet together and collect one of the vertebræ of the neck, a nail, and a lock of hair, which are put in a crocodile's tooth and taken to the sacred house where similar relics of former kings are preserved. The rest of the corpse is buried with much ceremony, oxen being killed. Formerly human sacrifices were offered, the bodies of these victims being placed under the royal bier. The possession of these relics constitutes the right to royal authority. A usurper who obtains control over the relics has no difficulty in dispossessing the legitimate heir. Some of these relics were kept in the Hova town adjoining the governor's palace at Mojanga, and after the bombardment the French erected a tent on the spot, placed a guard there, and claim that they hold these relics. The Hovas say they took them away; but the spot is still sacred, and the Sakalavas believe the French.

The majority of Hova tombs are cubical vaults, built of slabs of hard blue basalt rock. A Hova will spend several hundred dollars in the construction of his own tomb, which he begins as soon as he has his family. A man gets the voluntary services of his friends to assist him, and takes the greatest interest in completing it as soon as practicable. Coffins are not used, but the corpse is wrapped in a number of dark red silk lambas and laid on a shelf in the tomb. The tombs of the sovereigns have a small and neatly finished wooden house on top of the stone structure, like a dwelling-house, except that it has no window nor hearth. Valuable property was often stored in it for use of the deceased.

The royal corpse is placed in coffins made of plates of silver coins hammered out to the requisite shape. The prime minister's tomb is the largest stone structure in the country. It is sixty feet square and surrounded by a stone veranda, supported on columns with moulded bases and capitals, and carrying segmental arches. This part is fourteen feet high. A flight of stone steps leads to the top, and upon its level surface there is an open arcade, also square in plan, the arches having elegantly carved dropping key-stones. At each angle of the front there is a graceful columnar structure. The columns rest on massive square pedestals, and are banded with rounded mouldings. The whole structure has somewhat of a Hindoo appearance in style, and in some details resembles ancient Assyrian buildings, but it is a modern building.

There are many more peculiar customs, which would be interesting to the general reader, but those described will convey an idea of them all. Almost all of them arise from heathen superstitions, and, as the light of Christianity shines through the land, these peculiarities will be modified and gradually disappear.

Antananarivo, the city of a thousand towns, occupies a picturesque and commanding site upon the summit and slopes of a lofty hill of granite and basalt rock. This hill stretches from north to south for about a mile and a half, and rises to five hundred feet above the plain. Three sides are steep, but the northern end branches into two divisions, which gradually slope down to the plain. There is no other hill of any size for miles, so that it is conspicuous at a great distance, and recognized by a vast bulk of palaces on its summit. The eastern slopes are covered with a dark mass of houses, placed most irregularly, from the nature of the ground, and built of dark timber with the old high-pitch thatched roofs. The houses on the lower part of the hill are mostly built of clay. The sky-line is, however, broken by two or three stone houses, and on two conspicuous points at the ends of the hill, by lofty Gothic spires of two Christian churches, built in 1868. One of these, the memorial church at Ambohipotsy, is on the site where Rasalama,



a heroic young Christian woman, the first martyr of Madagascar, was speared to death in 1837. Next in the line of sight there is the stone house, built by Radama II., for a school-house. It is a plain, long, low structure, and was remarkable as being, until recently, the only stone building, except the churches, and also from the fact that, though a government work, the workmen were paid for their labor.

The royal palaces next attract attention. They are grouped in a large court-yard and include about a dozen buildings. The largest is the chief palace, Manjaka-Miadana, one hundred feet long by eighty feet wide, and one hundred and twenty feet high to the apex of its lofty, sloping roof. A wide veranda in three stories runs round the palace, and is supported by enormous posts with semicircular wooden arches, all painted white except the balustrading. The Trano-Vola, silver-house, is next in size. It has a veranda of two stories, and is painted red, except the roof. There are some ancient structures north of these with the enormously high-pitched roofs and long projecting house-horns at the gable ends. These were built by the first Hova kings. The palace of Queen Rasoherina, built in 1867, has beautifully carved gables and verandas, but it is hidden by the other royal buildings. The palace gardens show a mass of verdure, and, as seen from a distance, give a refreshing rest for the eye. The houses of the prime minister, officers of the palace, and other prominent officials are near the royal palaces.

A striking peculiarity is the entire absence of doors and windows on the east side of the houses. Groups of houses occupy terraces on the hill-sides; there are no streets, and it is very difficult to find a thoroughfare. The only piece of level ground of any extent is just above the point where the two northern divisions of the city hill divide, and leave a triangular space of nine acres called Andohola, where the Karbarys are held. The boundary of the city is marked by small guard-houses, and in olden times there used to be gateways at these points, intended to keep hostile tribes

out of the town. There is but one of these gates still existing, which, with the tombs, is about the only ancient structure in the city. This gate is built of thin slabs of rock, and is covered with a thatched roof. The opening is closed by a rock, shaped like a millstone, which is rolled across from one side in a rude groove. It is probably about two hundred years old. In the neighborhood of the city there are three places to which entrance is still forbidden to all Europeans. These are kept sacred and reserved, as a concession to the rigid conservatives among the people.

Within the last fifteen years the city has been almost entirely rebuilt. The new houses are of sun-dried brick, on European models. The great palace has been altered, its wooden verandas replaced by modern stone mason-work, with high corner towers and Corinthian columns. European art is largely employed and the peculiar Malagasy type abandoned. There is very little Hova art, and that of the Baras and Betsileos is rude and primitive, and is only admired as curious.

Christian schools have been established. Education is not only eagerly sought, but compulsory to a certain degree, and the prospects for a glorious future are very promising.

#### THE FRENCH IN MADAGASCAR.

A brief glance at the history of Madagascar will convince any one of the ambition of French navigators to obtain control of that island. The French settlements upon the neighboring islands, Mauritius, Bourbon, etc., stimulated this desire, and the present war is only the natural sequence of a policy by which the French have convinced the Malagasy peoples that they intended to make a conquest of that island, and were only waiting for a favorable opportunity to execute their long-cherished plans.

The English missionaries were the first to obtain any influence over the Hovas, and as the Hovas became the dominant race, it naturally resulted in strong antipathy against the French. Certain rebellious Sakalava chiefs living on the coast near the French

settlements appealed to the latter for protection against the exactions of the Hovas, and the French always lent a willing hand in favor of the poor oppressed Sakalavas, and now claim a protectorate over the whole northwest coast, in accordance with treaties with these Sakalavas.

The French residents in Tamatave, Mojanga, Antananarivo, and other places under the Hova government, have been subjected to a great many annoyances, and especially to grievous exactions by unpaid Hova officers, for which, in view of constant revival of ancient laws, they have had no legal redress. The French settlers were largely interested in the sugar plantations, and many of them felt themselves entitled to buy the estates in their own right whenever they might desire to do so. The recodification of Malagasy laws in 1881 re-enacted the ancient laws forbidding aliens to own any real estate in fee-simple. These and other enactments of similar purport caused bitter opposition of the French planters, while certain interested speculators magnified the grievances by incendiary articles in the French papers.

In the mean time an Arab "dhow," loaded with arms and manned by an Arab crew, but under the French flag, landed on the northwest coast, where she was attacked by the Sakalavas, who killed the crew, confiscated the arms, and destroyed the "dhow." The French consul at Antananarivo considered this an outrage, and demanded ten thousand dollars damages from the Hova government and an apology for the insult to the French flag. The prime minister, however, saw his opportunity, and to the astonishment of the French consul immediately paid the damages claimed through the American consular agent at Mojanga.

The prime minister then determined to punish the perpetrators of the outrage on the French flag, and prepared an expedition to establish posts on the northwest coast. The French agent, however, objected to any armed occupation of that territory by the Hovas, and reasserted the claim of French protectorate over that coast in virtue of treaties with the Sakalava inhabitants. The

prime minister claimed the right of his government to punish offenders against the law, especially when they had been compelled to pay damages for an outrage which had been recently committed.

Both parties insisted upon their respective rights over the disputed territory. The Hovas sent their flag with privileges to certain of the most prominent chiefs, who considered it a special favor to be allowed the honor of flying this flag; and a vessel, called the "Antananarivo," was fitted up to convey a force of Hova soldiers to the northwest coast, but the French naval forces forbade her departure from Tamatave.

The French settlers then met and wrote a stirring appeal for protection to the president of the French republic. This petition throws no light upon the question, but dwells at great length upon the distress of Frenchmen in Madagascar, and "why France should desert her oppressed children, exposed to the cruel exactions and despotic laws of a savage government." This document is a curiosity in its vague generalities, and, while no single case is cited, yet it leaves an impression of dreadful wrongs and great injustice suffered by helpless Frenchmen in a heathen country.

The appeal was signed by most of the French settlers, and resulted in the bombardment of places occupied by the Hovas on the northwest coast and the declaration of war as stated in the history of the country.

The French held Tamatave and Mojanga when the "Brooklyn" visited those ports, but there was no probability that the French would ever be able to make a successful invasion of the country of the Hovas.

The Hovas do not depend upon foreign commerce,—in fact, they can live upon the island without any intercourse with the rest of the world; and the occupation of the coast by the French forces does not incommode them as much as foreigners, especially the commercial houses of the Americans and the English.

The Hova army is well organized and equipped with Reming-

ton rifles, Gatling-guns, and Hotchkiss revolving cannon; and, under the leadership of two of the most famous modern generals,—Generals “Fever and Forest,”—expect their enemies to die before they ever reach the highlands of “Imerina.” It will require an army of at least fifty thousand men to successfully invade Madagascar, and what grievance that the French settlers have suffered will compensate for such great sacrifice on the part of the French republic?

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## CHAPTER XIII.

The Sakalava Outrage on American Gold-Hunters—The Investigation by the U. S. S. “Enterprise”—Arrival of the “Brooklyn” at Mourondava—Reception by Hova Officials—Peculiar Rites of Hospitality—Visit of Hovas to the “Brooklyn”—Arrival of the “Brooklyn” at Tullear—Effect of Target-Practice upon the Guilty Consciences of the Savage Sakalavas—The Lonely Missionary and his Labors among the Heathen—The Semi-Annual Inspection by the Commander-in-Chief—Departure for Port Elizabeth—Description of Port Elizabeth—The Proposed Docks—The Hottentot Clicks.

### TULLEAR BAY.

#### THE SAKALAVA OUTRAGE ON A PARTY OF AMERICAN GOLD-HUNTERS.

THE vicinity of St. Augustine Bay and River, and that of Tullear, affords the best harbor on the southwest coast of Madagascar. Numerous reefs abound on all sides, which necessitate careful navigation, but the anchorages are good and safe. Nos-Veh, or Sandy Island, lies off the southern part of the bay, and is interesting to us as having been the site of English observers of the transit of Venus on December 6, 1882, who went there in H. B. M. S. “Fawn.” The surrounding country is low, with a prominent table-hill three or four miles inland, known as Westminster Hall, while farther back, the interior range of mountains looms up as a relief to the dreary coast plains.

Sandy Island is occupied by storehouses of English and French traders, who do a precarious business with the natives, exchanging cotton-sheeting, muskets, powder, and general merchandise for orchilla-weed, corn, and Madagascar beans. These traders have branch houses at Tullear, where they obtain the produce from the tribes on the north bank of the river. A new article of export has been recently discovered called "afotsy," fibre, which resembles slippery-elm bark, and makes a very superior cordage. This bark comes from a low tree about thirty feet in circumference, and the trade can be supplied to an almost unlimited amount at one dollar and thirty-six cents per hundred pounds. The Rev. L. Rostvig is the only European, except the traders, living in the vicinity, and they very kindly imparted the following information :

The country around Tullear is known as the province of Fiherenga, which extends from the St. Augustine north to the Mangoke River, and about seventy miles east to the Bara country in the interior. The inhabitants number about fifty-seven thousand, and are mostly Sakalavas, with a few Mahafalys and Baras, and some African Makuas. They are divided into two classes,—the "Vezo," rowing people on the coast, and "Masikoto," country people farther inland. The banks of the river are covered with villages of grass huts, while the long line of sandy beach is broken in front of them by rows of canoes, hauled up above high-water mark, showing the readiness of the inhabitants to move to another site at any moment.

The Sakalavas claim to be the descendants of the first inhabitants of Madagascar. They say their ancestors came from the eastern side of the island, and consider the Hovas to be mere invaders, and in acknowledging the Hova superiority think them to be of European extraction, and therefore irresistible. The Hovas conquered them in the time of Ranavalona I., but did not remain in the country to keep up their authority. At present the recognition is merely formal. Messages are sent from the capital to the king

about once a year, and the king sends the messenger back with a musket, some spears, etc., as a tributary present. There used to be but one king over the whole province, who kept the people under control, but now there are a number of kings, and disputes and wars are constant. The Mahafalys, who live to the southward, frequently war with the people of Fiherenga, and in their battles captives are made slaves and the severely wounded speared to death. The Baras also come down to fight, but more frequently to bring cattle and spears to barter with the traders. All these people are wild savages and desperate thieves, never hesitating to resort to cowardly measures, and to kill, in order to plunder their victims.

September 9, 1882, a party of two Americans, Messrs. Emerson and Hewlit, and a Frenchman, M. Parent, arrived at one of these villages, called Marohala, bound on an exploring expedition into the interior to prospect for gold. They had considerable baggage, and stopped at Marohala overnight. Emerson was a crack shot with a revolver, and displayed his skill as a marksman to the savages. Their baggage was believed to contain a great deal of money, and this so excited the cupidity of the natives that they determined to attack the party on their journey. The travellers engaged some of the natives to carry their baggage, and left the village early the next morning. The conspirators had preceded them to a place a few miles back of the village, called Izandroha, which is an open field surrounded by bushes and tall tamarind-trees. They met some Baras there bringing cattle down to the coast, who agreed to join the band to attack the strangers. It was planned to make the attack a surprise by killing Emerson, who was dreaded on account of his skill as a marksman, by a salvo of musketry from behind the bushes. The party suspected nothing, although warned by the traders beforehand, and were carelessly marching on when Emerson was shot and instantly killed. The baggage-bearers fled at once. M. Parent offered a feeble resistance, but was soon killed by a shower of spears from all

sides, after which the savages set to work to plunder the baggage. Hewlit had loitered behind, and started to the assistance of his comrades when he heard the firing, but was met by one of the baggage-bearers, who had his, Hewlit's revolver, and who urged him to run for his life. Hewlit tried to get his revolver, but in doing so was seen by some of the band, who gave chase to kill him. Hewlit ran for his life, when the native threw his revolver at him, which passed over his head, and which he picked up and then fired on his savage pursuers. The latter then gave up the chase to return to the baggage. A spear had passed through the calf of Hewlit's leg, but after withdrawing it he managed to crawl to a hut in the vicinity, where he was hid and nursed by a friendly Sakalava medicine-man. Hewlit's leg became very sore, but after a few days he was able to reach the river and take a canoe to Sandy Island, where he took refuge on board H. B. M. S. "Fawn."

The whole affair was investigated when the "Enterprise" visited Tullear, and is now in the hands of the State Department, that the guilty parties may be duly punished by the Malagasy authorities. Nothing can be expected from the native kings; indeed, it is probable that they shared the plunder. But the Hovas will come in force as soon as the present difficulty with the French has been settled; and these savages know their crime will be severely punished, and that Americans may not be robbed and killed with impunity. While the "Brooklyn" was at Tullear, Mr. Rostvig and the traders were closely questioned as to what the man-of-war wanted there, and no explanations could satisfy their anxious fears.

We remained at anchor off Mozambique until February 6, when we proceeded to Mourondava, Madagascar. Mozambique has few attractions, and after a stroll over the fort, through the narrow streets of the Banyan quarter, and down the main avenue to the lower end of the island, there was but little else to see. The



native huts are built of palm, roofed with thatch, and completely cover the fields on both sides below the level of the avenue.

The officers were cordially welcomed by Mr. Cassidy and those connected with the telegraph-cable station; they have a lawn-tennis court, which afforded pleasant diversion. Mr. Auguste Brun, the French consul, was also very hospitable. February 3 the British steamer "Java" arrived from Zanzibar with mail from New York to December 20, kindly forwarded by Mr. F. W. Cheney, the United States consul at Zanzibar.

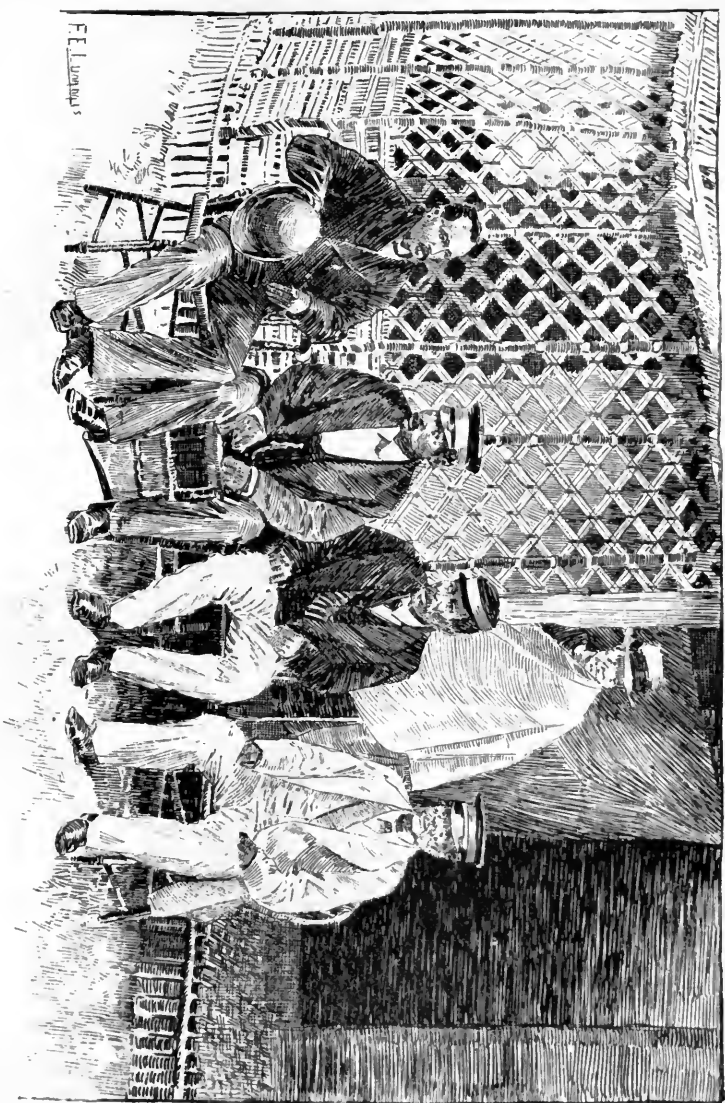
The passage to Mourondava was made without incident, and we arrived at Andakabe February 8. Immediately after anchoring we saluted the Madagascar flag with twenty-one guns, and in the afternoon received visits from the Hova governor, Rakota, tenth honor, and Mr. Stanwood, the United States consular agent, who were saluted with seven and five guns respectively. Andakabe is a small Sakalava village of grass huts; two Americans, Mr. Stanwood and A. Govea, agent of George Ropes, of Boston, and Mr. Leo Samat being the only foreigners. The latter handsomely entertained a party of our officers at his plantation.

Our arrival was an important event, as the only communication we have had with the Malagasy government. February 12 the governor arranged for an official welcome to the town, with a peculiar Hova ceremony for the commander-in-chief and the captain and officers of the "Brooklyn."

Lieutenant Phelps and Ensign Ripley, of the personal staff, and Lieutenant Beehler were sent to represent the commander-in-chief and Captain Weaver respectively. They landed through the surf and went to the consulate, where they awaited the governor and his people. The first appearing of the natives was heralded by the beating of a drum, when a long line filed into the court-yard, preceded by two fine bullocks. Each man carried something, either a duck, goose, turkey, or a bag of rice, and four men with a ram, and all sat down in the yard to await the presentation. The bullocks were, however, somewhat restless and in-

quisitive, and not only investigated all the enclosure, but walked in-doors and made some amusing but expensive experiments. But they were soon secured. The governor and head-men then came in and sat down on the veranda. Salutations were exchanged, and the governor, Mr. Rakota, made a speech in Malagasy, which was interpreted by our consul, Mr. Stanwood, in which he said that he extended the courtesies of the land and a welcome from Her Majesty the Queen, the Prime Minister, and the men of rank of Madagascar to the commander-in-chief of the United States naval force in these waters, and to the captain and officers of the "Brooklyn," to this the land of their fathers; and in their name offered, as was the immemorial custom of the people, these fruits of the land and the perfect freedom of the kingdom. The officers then replied in separate speeches, accepting the hospitable welcome and freedom of the country, and expressing the sentiments of love and friendship for the queen and all the Malagasy entertained by the commander-in-chief and captain and all Americans, and their sympathy with the Malagasy in their cultivation of the useful arts and sciences, and the growth of the Christian religion through the land. They also expressed the wish that they might enjoy all the blessings of peace and prosperity, and that the cordial ties of friendship now existing between the United States and Madagascar may continue unbroken forever. The bullocks were then tied with cocoanut cords, thrown down, and killed by simply cutting their throats; the carcasses were then cut up, and the whole lot of presents, consisting of two bullocks, one ram, two turkeys, two geese, twelve ducks, eight bags of rice, were sent off to the ship. These were divided among the officers and crew, and all had abundance.

All Americans who have visited the country have been received as the most favored of nations. When the news of the death of President Garfield reached the late Queen Ranavalona II., she and her whole court went into mourning for eight days. No queen of the country had ever gone into mourning before. The officers of



THE HOVA OFFICERS OF THE PALACE AT MOURONDAYA.

(From a photograph by Lieut. J. J. HENKKE.)



the palace and dignitaries of the kingdom remonstrated with her for this conduct as contrary to the customs of the country, but she replied that she considered the Americans her best and truest friends.

When we arrived, Hova officers hastened from the interior to Andakabe to present the compliments of the queen and prime minister. They arrived Wednesday evening, and the next day, February 14, visited the ship as special representatives. They were received by the commander-in-chief, Captain Weaver, and all the officers, in full-dress uniform, and shown the greatest attention. The party consisted of Rainiboay, thirteenth honor, aide-de-camp of the prime minister, Rainitavy, thirteenth honor, officer of the palace, Ramasiaka, twelfth honor, lieutenant-governor, and Rakota, tenth honor, with our consul, Mr. Stanwood. We had a dress parade of the battalion and an exhibition of the silent drill by the marines. They were very much pleased, and, after leaving, received a salute of thirteen guns. In the afternoon there was another presentation of the fruits of the land on shore, speeches were made as before, and a Sakalava spear combat arranged for the officers.

We left February 16, and arrived off Sandy Island, St. Augustine's Bay, Sunday, the 17th, without special incident.

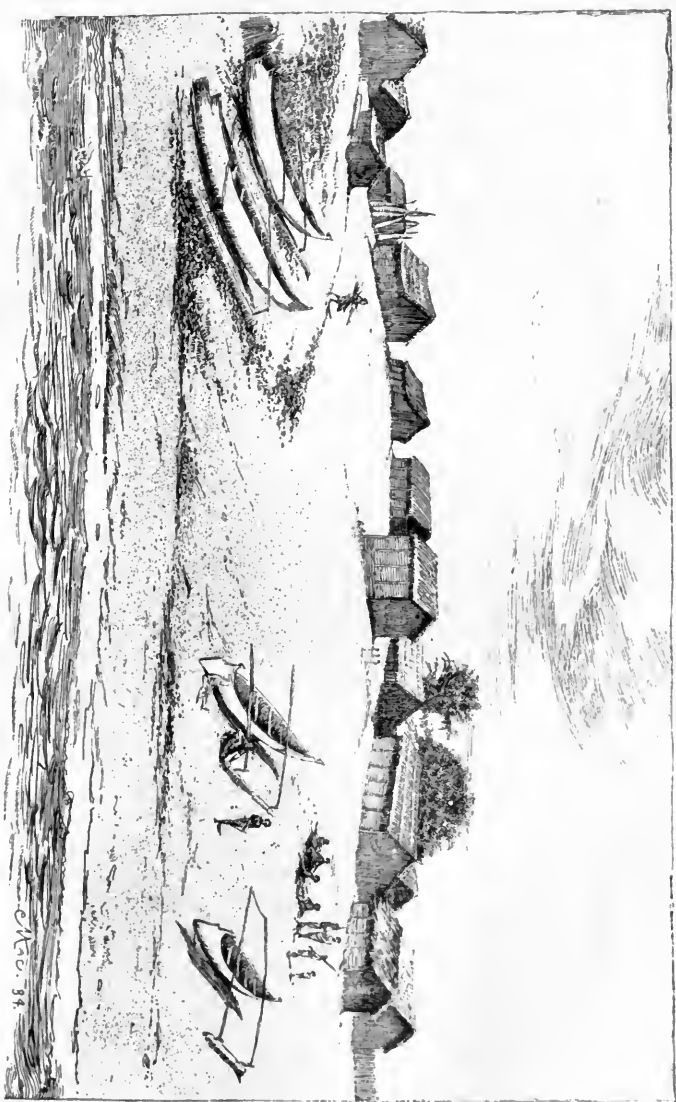
We remained at anchor off Sandy Island until 5.15 A.M., February 21, when we got under way and proceeded to Tullear, where we arrived about ten A.M. the same day, the distance around the reef being only twenty-seven miles. We found our charts in error in regard to the extent and location of the reefs in this vicinity, and were obliged to feel our way along with caution. The next day being Washington's birthday was celebrated by dressing ship with mast-head flags and firing the national salute of twenty-one guns at noon.

Sunday, February 24, the Rev. L. Rostvig came on board and attended divine service. After the usual services he kindly preached a sermon in the Norwegian language to his countrymen on board the ship, of whom there were quite a number. The

Norwegian Lutheran missionaries have been engaged in Madagascar since 1867, and have converted about thirty thousand among the Betsileos. In 1874, Mr. Rostvig and three others were sent to the Sakalavas, among whom they have been working faithfully, but without any encouragement. The three who came with him died some years ago, and of two others who came out since, one is dead, and the other was seriously ill in the swamp land near Mourondava. Mr. Rostvig won our esteem and admiration by his devotion to these benighted savages, especially brought to our notice by his kind care of a poor Sakalava, whose arm Dr. Steele, of this ship, amputated, out of charity, in order to save his life. Mr. Rostvig reported having but one sincere convert among these Sakalavas, and remains exposed to their savage brutality without pay or other reward, except to fulfil his calling.

Monday, February 25, the commander-in-chief made his semi-annual inspection of the "Brooklyn." We had been looking forward to this event for some time, in order that this inspection might surpass the last, notwithstanding the gratifying results then obtained. We went to quarters for inspection at 9.15 A.M., when the commander-in-chief and staff thoroughly inspected the ship. After this inspection the assembly was sounded for dress parade, and companies duly formed and marched on line as usual. After the parade the companies marched off for drill in different branches, the first division at artillery, the second at infantry tactics and pistol drill, the third at single-sticks, and the marines as infantry and in the manual by drum-tap. These detailed drills were all very satisfactory. At 10.30 A.M. all boats were called away, "armed and equipped" for distant service. The flotilla formed line abreast the starboard beam, and executed several manœuvres in naval tactics under oars, after which each boat was thoroughly inspected by the personal staff to see that all equipments were in good order and properly provided. This exercise was very good and all details promptly executed.

All hands went to dinner at seven bells, and at 12.53 the in-



THE SAKALAVA VILLAGE OF TULLEAR, MADAGASCAR.

(From a photograph by Lieut. J. J. HUNTER.)





spection was resumed by calling all hands to clear ship for action. At 1.10 P.M. the drum beat to general quarters, and the crew worked with alacrity to be ready in the shortest time possible. All-hands were exercised at general quarters and as boarders and riflemen, and the time required for the different evolutions noted by the staff. After the general exercises separate gun's crews were exercised in detail, and individual members of the crews examined as to their personal knowledge about the guns, their ranges, charges, mode of sighting, and other details. Some guns were transported and the pivots exercised at shifting from side to side, as part of the inspection. Before securing, an improvised torpedo was exploded from the port torpedo-boom. We had fire quarters when at general quarters, and subsequently another exercise under the bill, with the crew not at quarters. The inspection lasted all day. It was oppressively hot, but every one tried to do his best, and the inspection was very satisfactory.

The next day we sent down the fore-topmast trestle-trees, which had been found to be rotten when on the passage from Cape Town to Tamatave. Our carpenter's gang did excellent work, and had made new trestle-trees, which were sent up on February 27. All the standing rigging was overhauled and the masts restayed, some excellent work being done by Boatswain's Mate Dennis Twiggs, who was temporarily in charge of that department. The yards and masts were given a new coat of paint, and the rigging blackened down, so that the ship presented a very handsome appearance.

March 3 we had target-practice with the starboard broadside battery, at regulation target, at from eleven hundred to twelve hundred yards. The practice was good, and though we fired to seaward it badly frightened the natives, who were very much alarmed at our presence, because of their murder of an American explorer. Ten shots were fired from the Hotchkiss revolving cannon, and all the divisions exercised at target-practice with rifles.

At 6.10 A.M., March 5, we finally got under way, and proceeded

across the Mozambique Channel to Port Elizabeth. We had exceptionally fine weather, fair winds, and a strong favorable current, except on the evening of March 7, when a fresh southeast wind and swell indicated a severe gale along the coast at Natal. We arrived at Port Elizabeth at 2.20 P.M., March 11, and found it to be a very thriving city, and much more like an American place than any we had visited since our departure from New York in 1881.

The Madagascar cruise was most successfully finished. It was very hard work, and attended with many discomforts, especially in the difficulty of obtaining fresh provisions; but it left only a few more months before the expiration of the cruise, and the prospect of returning home compensated for the hardships in a great degree. Four months had elapsed since we left Cape Town, in which time we spent fifty-four days at sea, and sailed a distance of seven thousand five hundred and twenty miles. We called at ten different ports, which we entered without taking a pilot in any case, though all required careful navigation, and some were very narrow and difficult. Pilots offered their services at Zanzibar and Mozambique, but they were declined. The health of the ship was excellent, and we were thankful to have made the cruise without having had any accident.

#### PORT ELIZABETH.

Port Elizabeth was founded by Sir Rufane Donkin in 1820, during a period of great commercial distress in England. Ninety thousand applicants desired to take advantage of the provisions of the immigration act to settle in South Africa in that period, as fifty thousand pounds had been granted for that purpose by the British Parliament. A very respectable class of immigrants was chosen from the applicants, and twenty-three vessels were chartered to take them to their destination, the first of which arrived at Algoa Bay in April, 1820, followed soon after by the rest of the immigrants; who, numbering four thousand, immediately set to work to improve the land, each family having received a freehold

of one hundred acres. Large tracts of land were ploughed and planted, a greater portion with wheat; but this crop was blighted by rust. The colonists made three other attempts, and repeated failures reduced them to want, though corn and rye were grown successfully. In October, 1823, a storm caused the rivers to overflow, the dwellings were washed away, and the poor colonists lost all they had. Their struggle for existence under these desperate circumstances, coupled with frequent invasions by the Kaffir tribes, almost led them to abandon the settlement; but their triumphs over adversities developed an energetic community, which, contending with apparently insurmountable obstacles, has risen to be the most thrifty of the colony.

The town was named after the deceased wife of the founder, who built an obelisk in the square, in front of the town-hall. The city is built on the bluffs overlooking the bay. The public buildings are large and very handsome, while all the houses are modern structures, so neat and tidy, with small adjoining gardens, that a stranger cannot fail to feel attracted and desire to take up his residence there. Water is supplied by an aqueduct from the Van Staden River, twenty-seven miles from the town-hall.

There is an extent of unoccupied land back of the city limits, with deep ravines among the hills, which are occupied by Kaffir villages. The term "Kaffir" is of Arabic origin, and means "heathen," and denotes various families, such as the Zulus, Amatonga, Matabels, Basutos, and many other tribes who are more or less allied to each other. In the vicinity of Port Elizabeth the Kaffirs are too weak to give the people very much trouble, but they are obliged to compel them to move their "kraals," as their villages are termed, from time to time farther back as the city grows, because they will not adopt European dress. A kilt of skins is the only garment worn, but lately gaudy clothes have excited their innate vanity and mimicry to such an extent that many are beginning to desire fine clothing, and in time, if this craving be stimulated, the Kaffirs may be forced to work in order to ob-

tain it. Some of them have already abandoned their kraals and live in the city, where they form the chief element in the laboring classes.

The country is treeless, but the citizens have managed to lay out two fine public gardens, and trees have been planted on "the Hill," the fashionable quarter, which is now very attractive. The town-hall is the finest building, and cost about twenty-six thousand pounds. There are several fine churches, bank buildings, schools, and a fine drill-hall of a crack military company, besides a new wool and feather market-house.

The officers visited the feather market, and were very much entertained by the manner in which ostrich-feathers were sold. The feathers were laid in piles on a series of ten tables, each about ninety feet long, and sold at auction to the highest bidder. The auctioneer, with a party of fifteen or twenty feather dealers, started at one end of a table and took up the bundles of feathers in regular succession. Each bundle of feathers was sold by weight at so many shillings per pound, and while bidding the dealers roughly examined each lot and made their bids without hesitation. These men were all experts in the value of feathers, and by simply handling them were prepared to make a bid. The rapidity of the sale was a regular walk through the market, and no outsider could by any means get a show at making a bid. There were few really fine feathers at this sale, except one small parcel of twelve feathers weighing two ounces, which brought the price of forty-two pounds per pound, or twenty-five dollars and fifty-five cents for the lot of twelve feathers.

The inhabitants number thirteen thousand and forty-nine, the majority of whom are descendants of the original English settlers. There are but few Dutch, and the absence of this class has conduced to harmony and public spirit among the citizens. Two lines of railroad lead back into the interior, one of which completed a junction with that from Cape Town in March, 1884. The distance by rail is eight hundred and thirty-seven miles, now

performed in sixty hours; the direct distance is about four hundred miles. Nearly the whole of the trade of the midland districts, the Orange Free State, and a large part of that of the diamond-fields and the interior now passes through Port Elizabeth. Wool and ostrich-feathers are the most valuable products, the exportation of which has been the chief source of wealth to the colony.

Port Elizabeth is not a sheltered harbor, but merely an exposed roadstead, in which many vessels have been wrecked, and where none can lie in perfect safety. But the enterprising citizens have endeavored to remedy this by making an artificial harbor, which as now proposed will be a very remarkable work, if at all successful. The plan proposed has the sanction of the celebrated English engineer, Sir John Goode, and consists of an open iron viaduct to run out to an enclosed outer harbor, three thousand feet from the shore, where fifty vessels could lie in safety alongside the quays. This scheme reads well on paper, and a little model in a glass case, with toy ships quietly glued on a painted sea, is an ornament in the commercial reading-rooms, but the construction and maintenance of such a work is very doubtful, wellnigh impossible, considering the great expense. The energy and enterprise of the inhabitants is like that of an American city; and, wishing them every success, we are confident that they will eventually overcome all obstacles in the way of making a good harbor, no matter how difficult it may seem. During our stay of two days in that port the people evinced every desire to extend a hospitable welcome. A number of the most prominent people called, and great regrets were expressed at our short stay. The "*Pensacola*" stopped there about two weeks on her way homeward bound, from the Pacific Station, and her officers were eloquent in their praises of the good people of Port Elizabeth.

## THE HOTTENTOT CLICKS.

Upon a visit to the South African Public Library at Cape Town, Dr. Theophilus Hahn gave the following sketch of the results of the researches upon the languages of South African natives :

One of the greatest peculiarities of the Hottentot races of South Africa consists of certain click sounds in their speech, which distinguishes them from all other people in the world. In the history of the world the different peoples have been variously classified as Jews and Gentiles, Romans or barbarians, white or colored, etc., but the Hottentots differ from all in the very first principles of language. Words are formed by combination of articulate sounds, called vowels, with consonants. The Hottentots have the same vowels, as a e i o u, and similar consonants, which are formed by the lips, tongue, and teeth in different positions as with us, except that they breathe in where we breathe out. For example: to form the letter b we place the lips together and breathe out as the mouth is opened, whereas the Hottentots form the consonants by placing the lips in the same position and then breathe in. We make the sound of the letter t by placing the tongue against the rear of the front teeth and breathing out; the Hottentots place the tongue in the same position and breathe in, making the sound which we often use to express pity. This action of breathing in causes click sounds, which we often make use of, one of the most general being that which is used by all people in driving horses. The Hottentots must, therefore, be the descendants of a peculiar isolated family, a race who started to use a spoken language in a totally different manner from all others in the world.

We can only mention this curious fact, but the student would find the details of Hottentot language full of curious features, and many valuable historic facts are being constantly brought to light in regard to them and other inhabitants of Africa.

## CHAPTER XIV.

Voyage around Cape of Good Hope to Cape Town—Promotion of Rear-Admiral Phelps—Courtesy of the English at Cape Town—Reception by the Officers—Dr. Holub's Exploring Expedition—The Vineyard at High Constantia—The Beautiful Silver-Tree—General Description of South Africa—History of the African States—The Transvaal Boers—The Boer War and Inglorious Defeat of the British at Laing's Neck—The Zulu War—Cetewayo's Capture and Exile.

WE remained at Port Elizabeth until five P.M., Thursday, March 13. During our short stay of two days at anchor in the roadstead, the ship rolled considerably to a long swell from the southeast. There seems to be something quite remarkable in the character of this heavy swell, which varies in extent from time to time from no apparent cause. Indications would often lead one to suppose that a heavy gale was or had been prevailing off the coast, but this swell is probably due to the action of strong conflicting currents, the contour of the coast at Algoa Bay causing the regular tidal currents to meet the Indian Ocean currents at such an angle that the opposing forces create great surface disturbance.

We received a few stores and about fifty tons of coal, but our stay was quite uneventful. Those who had an opportunity to visit the town were very much pleased with it; the Madagascar cruise having prepared us to appreciate in a high degree the blessings enjoyed by an enlightened community. Our consul, Mr. J. W. Philip, called, and the officers received cordial invitations to accept the hospitality of the Port Elizabeth Club, where delightfully cool reading-rooms afforded them the much-desired opportunity of learning what events had transpired in our long absence from the rest of the civilized world.

We proceeded along the coast around Cape Agulhas, experiencing moderate winds, smooth sea, and pleasant weather until Saturday afternoon, when it commenced to rain. It would be difficult to describe how hard it poured down, but it did not last long, for soon after sighting the light on the Cape of Good Hope at 8.30 P.M. the weather cleared, and the moon came out from behind the blackest clouds with great brilliancy, seemingly to greet us with a good hope for our returning voyage.

At daylight the next morning the familiar landmarks of Table Bay came in sight, and at nine A.M. we quietly anchored in the harbor, almost in the same spot we had left four months before. We had scarcely anchored when the fleecy cloth was spread on Table Mountain, as if to symbolize the hospitable feelings of the people. We recognized an old acquaintance in the southeaster which blew over the mountain's precipitous sides; but we immediately sent down topgallant-masts, veered to a long scope on our best bower, and, backed by the starboard anchor, safely rode out the furious blast.

We received an immense mail that afternoon. There had been but one opportunity for forwarding our mail to us since we had left Cape Town last November, and a great deal of mail had accumulated at the consulate during our absence. In this mail the commander-in-chief received a telegram from the Honorable Secretary of the Navy informing him that the President had, by and with the advice and consent of the Senate, promoted him to the grade of rear-admiral in the navy, to date from March 1, 1884.

At colors the next day, March 17, we hoisted the admiral's flag at the mizzen, and in accordance with the navy regulations fired a salute of thirteen guns. The battery at "The Castle" also saluted the admiral's flag immediately afterwards. At nine A.M. we got under way and hauled the ship into the outer basin of the Alfred Docks, and secured with stern lines to the breakwater quay and chains to buoy; so that the moorings and the lee afforded by the docks gave a perfectly safe berth for all kinds of weather.



The next day H. B. M. S. "Opal" came into the harbor and saluted the admiral with thirteen guns. This was a very complimentary act of courtesy, as the "Opal" came round from Simon's Town, the British naval station of the Cape, for this special purpose. The usual visits were exchanged between the admiral, Captain Weaver, and Captain Brooke, commanding the "Opal."

Naval Cadet R. B. Higgins was detached on March 19, and ordered to proceed to the Naval Academy for final examination with the rest of his class, only the first ten of whom will be retained in the service. Mr. Higgins took passage in the Union Royal Mail steamer "Moor," and probably reached Annapolis about the latter part of April.

At one P.M., Thursday, March 20, the commander-in-chief and personal staff made an official visit to the administrator, Lieutenant-General the Honorable Sir Leicester Smyth, at the Government House. The following account of this visit appeared in the Cape Town *Evening Express* :

"Shortly after noon to-day Admiral Phelps, accompanied by Captain Weaver, Flag-Lieutenant Phelps, Lieutenant Hunker, and Ensign Ripley, aide-de-camp, arrived at the central wharf in one of the 'Brooklyn's' boats. As soon as the admiral landed he was met by Mr. Siler, consul for the United States of America. The admiral, in company with Mr. Siler, Captain Weaver, and Flag-Lieutenant Phelps, proceeded in a carriage to Government House, Lieutenant Hunker and Ensign Ripley following in another carriage. A salute of thirteen guns was fired from "The Castle." A company of the Fifty-eighth Regiment, under Captains Compton and Jopp, were at the central wharf as guard of honor. The band of the Fifty-eighth Regiment, under Bandmaster Moran, was also present, and played 'Hail Columbia' when the admiral stepped out of his boat. Sub-Inspector Elliott, with several members of the police force, were present to keep the crowd back, as also Mr. Shaw, commissioner of police."

The boilers needed scaling, and during our stay the engineer's

department removed six tons of scale from them and overhauled the valves and machinery. Advantage was taken of this opportunity for giving all hands general liberty, and none were deprived of the privilege of having a little recreation. The ship was thronged with visitors, especially on Sunday afternoons, and the people generally extended the most cordial hospitality to all.

Lieutenant-General the Honorable Sir Leicester and Lady Smyth were at home at "The Vineyard" at Newlands, where they entertained the admiral and his personal staff at luncheon, and also Captain Weaver, Lieutenant Beehler, and Mr. Alexander, at dinner, which they enjoyed very much. The officers of the Royal Artillery at "The Castle" and of the Fifty-eighth Regiment of the line were very courteous, and frequently visited the officers of the ship, who in turn were always heartily welcomed at the regimental mess. The officers made a great many friends, and in fact began to feel and act as if this was one of our own ports.

On March 27 the steamer "Mexican" arrived from London with the governor of Cape Colony, Sir Hercules Robinson, who relieved the administrator, Lieutenant-General Smyth. The event occasioned a military parade to receive the governor, and a salute of seventeen guns was fired upon his landing. Admiral Phelps, Captain Weaver, and staff called upon His Excellency on the Monday following, March 31, which visit the governor returned on Thursday, April 10.

The Dutch unarmored cruiser "Atjeh" arrived in port on March 30, homeward bound from Batavia. This vessel is of considerable interest as being one of the first of modern fast cruisers. She is armed with six 17-centimetre and four 12-centimetre Krupp breech-loading rifles. She has made a speed of fourteen and a half knots, but generally steams at eight knots, and with full power hardly makes over twelve. She has recessed ports in the bow and stern for pivots, the other eight guns being mounted in broadside. Her hull is of iron, sheathed with wood, and externally resembles a merchant steamer in that her sides are smooth

and have no spare spars, chain-plates, nor box-chutes. She was built in 1879, and was returning home from a cruise in the East Indies. The usual visits were exchanged with customary naval ceremony. The Dutch consul, Mr. Myburgh, gave a very handsome entertainment to the officers of the "Atjeh," at which the officers of the "Brooklyn" and the English regiments were cordially invited to assist. This was a very pleasant affair, and took place the evening before the "Atjeh's" departure for Holland.

On Tuesday, April 1, a cablegram was received, announcing the sudden death of Leopold, Duke of Albany, the youngest son of the Queen of England. The news spread rapidly, and we half-masted our colors, as did all other vessels in the harbor, in token of our sympathy with the English people in their bereavement. Before this occurred the officers had proposed to give a reception on board ship to express their appreciation of the kind hospitality which the people of Cape Town had extended, and the day was fixed for the Saturday following, but out of respect to the death of the Duke of Albany it was postponed until after the burial.

Accordingly invitations to a reception by Admiral Phelps, Captain Weaver, and the officers, for Monday, April 7, from two to five P.M., were sent to all their friends. The morning was cloudy and rainy, but it cleared off by noon, after which it was delightfully cool. The officers were assigned to different duties and did their utmost to insure a pleasant afternoon. The deck was very prettily decorated with an effective arrangement of flags and bunting to line the awnings and curtain the rail, the guns were set off by bouquets of flowers, and the cabins arranged for the reception of the guests. The wardroom and steerage were set apart for refreshments, for which purpose the services of the celebrated caterer, M. Wronsky, of the Parliament Café, were called into requisition to assist the regular servants, with highly gratifying results. The band occupied the port gangway, and contributed a great deal to the enjoyment of the guests by their excellent music.

Our boats were sent to the Clock Tower wharf, and brought the guests off to the ship as they came down ; and the reception committee received and conducted them to the cabins, after presenting them to the admiral and Mrs. Siler, the wife of the United States consul, who had kindly consented to receive for us.

The governor, Sir Hercules Robinson, sent his regrets because of a recent death in the family ; but Lieutenant-General Smyth represented him, and came on board at 2.30 P.M. with Lady Smyth and his aide-de-camp. When the barge approached with the general, the marine guard formed on the quarter-deck and the prescribed naval ceremonies were observed. When they came over the side the guard came to present arms, the drum gave three rolls, and the band played "God Save the Queen," after which the party proceeded into the admiral's cabin, Lady Smyth and the general being escorted there by the admiral and Captain Weaver, by whom they were duly presented to Mrs. Siler. The guests included about three hundred of the most prominent people in Cape Town and vicinity, among whom there were the consuls of different nations and their families, officers and ladies from "The Castle" and belonging to the English regiments, naval officers, including Captain Penfold, captain of the port, members of the civil service, Mr. Finlay and family, superintendent of the Cape Observatory, and the leading professional men, bankers, and merchants with their families. One and all seemed to enjoy their visit to the ship, and everything passed off so pleasantly that many remained until after sunset.

The same ceremonies were observed when the general left as upon his arrival, and while the guard was standing at present arms and the band playing the English national hymn, the scene on the quarter-deck was a very pretty picture. The decorations, flowers, and the fine soldierly appearance of the guard, surrounded by the beauty and grace of the ladies, was a combination which will not be forgotten by those present.

When the band finished, the general stepped up and paid a

handsome compliment to the fine appearance of the marines. This unusual act of courtesy expressed volumes in behalf of the popular general. For this little act, which was intended to reflect credit on the ship, proved him a most considerate gentleman, and no wonder he was such a very great favorite among the people of Cape Colony.

DR. HOLUB'S SOUTH AFRICAN EXPLORING EXPEDITION.

Saturday, April 5, we visited the Commercial Exchange, where Dr. Holub had an exhibition of his outfit for a journey of exploration to Central Africa through the Orange Free State, Transvaal, and into the unknown territory of Central Africa to the northward. Dr. Holub has made a profession of this subject, and a general description of his system and outfit cannot fail to be interesting, especially to us in connection with our cruise in comparatively unfrequented waters. Dr. Holub has been engaged in explorations of different lands for many years, but this was to be the most extensive yet undertaken. He had devoted several years to study and preparation at Prague and Vienna, in order to familiarize himself with all that is known about Central Africa, and obtain all the requisites for a thoroughly scientific expedition.

He arrived at Cape Town early in January, but was delayed by unforeseen difficulties, among which the payment of colonial duties upon the articles of his outfit was the most vexatious. This left him rather short of funds, and the exhibition of this outfit, at a small charge for admission, was tried as a means of raising some money to defray expenses. In passing we should note that money for such enterprises comes from the liberality of large-minded people who are interested in scientific research which will benefit the whole human race, and who, as a rule, encourage these enterprises out of the best possible motives to do good.

The most prominent feature in the collection of articles comprising this outfit was an iron whale-boat in the centre of the room, resting on a carriage, showing how the boat is transported

overland. This boat was admirably fitted up with all kinds of fishing-tackle, nets, approved forms of spears for spearing fish in clear water, trawls, and other instruments for thorough investigation of the streams which the party might visit in their journey. At one end of the room there was a pile of note-books, classified for different branches of research in the animal, vegetable, and mineral kingdoms. Dr. Holub's party consisted of himself and wife and eight assistants, each of whom was a specialist in some one of the different branches of natural science. Parties of natives were to be employed occasionally as circumstances should require, but to have nothing to do with the scientific collections. The note-books were to be used by the party for reference, as each book contained full descriptions of all known varieties of insect and animal life, the flora, and all forms of vegetable life, and the minerals. On the journey everything was to be thoroughly examined and compared with these books of reference. In case of any well-known species, the fact of its existence in that locality was to be noted, and, if unknown, a thorough description to be entered in the notes, and the object itself, if possible, stored away in the collection for further study after the journey.

The armory occupied one corner, and comprised about a dozen different kinds of breech-loading rifles and fowling-pieces. This feature was open to criticism, because the different kinds of weapons necessitate different kinds of ammunition, and they ran the risk of confusion in this respect, which may occur at a critical time and result in disaster. Most of the arms were presents from prominent men, and this accounts for the different varieties. He had no Hotchkiss magazine-rifles, which would be especially advantageous, and in view of the large amount of stores and their great value, a Gatling-gun would not have been amiss; these, with fowling-pieces, would have been a much more efficient armament than the mixed assortment he had.

The bulk of the outfit consisted of articles for barter and presents to native chiefs, by which the party obtained provisions

and protection in their journey. They comprised a very large assortment of all kinds of articles, among which were elegant bronzes, statuettes, mirrors in Russia-leather cases, Bohemian glass-ware, silver-plated ware of all descriptions, silks, embroidery, fancy-colored prints, cretonne, chintz, velvets, highly-colored dry goods of all kinds, some of considerable value, clocks, cheap watches, cheap Parisian jewelry, beads of all kinds, photographs, meerschaum-pipes, musical instruments of different kinds, and in general a complete assortment of articles which may be found in the fashionable retail shops of large cities. We were astonished to find such a fine collection of objects for trade and presents to negro chiefs; their amazement at some of these things can be imagined, and doubtless they have secured the friendly assistance of all the natives they met, provided sufficient precautions were taken to prevent their savage greed from exciting them to destroy the whole party.

After reaching the frontier of civilization Dr. Holub's outfit was reduced to six tons of freight, which was transported in the typical South African wagons, each drawn by eight yoke of oxen. The convoy covered about a mile, and their encampments on the plains resembled a large village.

Dr. Holub was especially courteous to all visitors to the exhibition, and whenever he enumerated the qualifications of the members of the expedition spoke in highest terms of his wife, who, besides attending to their domestic comfort as only woman can, is an excellent shot with a rifle, and not only knows how to cook the game, but is also an expert taxidermist. He explained every detail of his expedition with a great deal of pains, and was pleased with all who manifested any interest in his work.

#### A VISIT TO MR. VAN REENEN'S VINEYARD AT HIGH CON- STANTIA.

Friday, March 28, a party of the officers of this ship were handsomely entertained by Mr. Van Reenen at his vineyard at

High Constantia, a few miles out of Cape Town. A stylish drag drawn by four handsome iron-gray horses conveyed the party over a beautiful road to the vineyard. Every one was in good spirits, and jokes were cracked in unison with the whip, as they sped along through the charming rural scenery. Here and there trees were seen, without backstays, bent over by the wind, each recording in its growth the violence of the gales, and suggesting another reef to the minds of the weather-beaten sailors. Most of the old houses have Dutch-thatched roofs, of mediæval character, soft and smooth as plush, and highly suggestive of home comforts, to which those who "go down to the sea in ships" are, for the time being, such strangers.

How to express the admiration of the scenery would almost baffle a poet, and as man prizes most that which he can rarely obtain, so our party simply feasted with their eyes upon the roadside pines, eucalyptus-trees, oaks and firs, which, overlapping overhead, seemed a canopy of verdure of bewitching beauty. It did not seem possible that it was twelve miles, the drive was so quickly done, and yet it took over one hour and thirty minutes. But no mistake, we were at High Constantia, and entering the enclosure, the drag stopped in front of Mr. Van Reenen's house, who came out to extend a most cordial welcome. The Messrs. Benjamin also came forward, and the party were soon made to feel themselves at home. None can forget the courteous hospitality of our host, and how carefully he explained every detail of wine-culture and the scientific care required in growing the grape and making the wine.

The Constantia wines rank among the best in the world, and their reputation in Europe has been very high, much more so than Cape Colonists, who disparage their own produce, credit. Mr. Van Reenen's vineyard is the oldest in the colony, having been in the possession of his family since 1660. Its locality is especially lovely and beggars description. In the background the Constantia hills enclose sloping and terraced grounds like an amphitheatre,



bordered with beautiful silver-trees, whose leaves at this time reflected the sunlight to spread a halo over all the enclosure. The view in the foreground over the vineyard was strikingly beautiful, with the contrast of color of the different species of vines, the dark, red, and brown Pontac separated from the pea-green and yellow Stein and Constantia vines by the deep olive fir-hedges, which bordered the central pathway across the vineyard. The dwelling-house, with its broad verandas and air of comfort, looked especially inviting, and when our host took us in to luncheon we found substantial evidence of the excellence of the good things at Constantia. How we passed the Constantia around and drank the health of our genial host can be imagined, but our enjoyment cannot be expressed. The ice-cream watermelon, grown from seed from the States, was as mellow as the guests, and gave our host a chance to testify his admiration for the produce of American origin, while we were enjoying that of Constantia.

After luncheon we visited the wine-press, where our host explained the process of wine-making. Mr. Van Reenen had sixty acres under cultivation in the old vineyard and forty acres outside; the soil is a red ochrous loam and requires but little manure. The vines are not allowed to grow to any height or to bear a large quantity of grapes, so that the quality of the wine product may not be impaired. Three thousand vines are planted to the acre, which yield twenty-four thousand pounds of grapes, from which they obtain twelve leagers, or fifteen hundred and twenty-four gallons, of wine every year. The vines have to be carefully pruned at different seasons, and the original root is left in the ground for many years. Most of the bearing vines are seventy years old, while there are some which have been planted over one hundred years. The grapes are collected in March and April, when almost in the condition of raisins, so that the vintage is like a highly-esteemed liqueur. The press consists of a large tub, in which six men tread the grapes, dancing around the tub and singing bacchanalian songs, while the juices are pressed out to flow

from the bottom into a wooden pan, whence they are pumped into a large wooden vat. There is no machinery used, none as yet having been devised which does not produce an inferior quality of wine, the pressure of the human foot treading in the press giving the best results. The juices ferment in the vats, where the impurities are evaporated; the sweet wines remain in them about two days, the dry from four to five days, after which they are drawn off into casks and sent to market. After the grapes are trod in the wine-press the skins and stems are rubbed over a cane sieve to collect all the juices, after which they are taken to boilers and distilled into brandy.

The following varieties of grapes are grown at High Constantia, the wines produced being named after the vineyard and also the grape: Pontac, the only grape which produces a red wine from the pulp without the skin, Stein, Hermitage, Chasselas blanc, Riesslinger, red and white Muscat of Alexandria, and red and white Muscatel. Champagne has been produced by natural process at Constantia, but it did not pay, because foreign champagnes were preferred by consumers. It has been suggested to make it artificially by impregnating the Constantia wines with carbonic acid gas, which would be cheaper, while equally as good as any.

We returned to the house after a visit to the garden and the "eyry" in an old oak-tree, whose branches had grown over to enclose the wood-work of the room, exemplifying the fertility of the soil. In the mean time our drag had been ordered, and with profuse thanks for the delightful entertainment we reluctantly bade adieu to our kind host and returned to the ship.

#### THE SILVER-TREE.

This tree is called in botany *Leucodendron argenteum*, meaning silvery-white leaf. It grows on the slopes of Table Mountain to about thirty feet high, with branches at about eight feet above the ground. It bears a cone similar in shape and size to the pine-

cone. These cones contain small round black seed attached to feathery tufts, by which they are disseminated. The leaves, when pressed and dried, are very beautiful and will last for years. They may be written upon and painted without other preparation. A fac-simile of the silver leaf embellishes the cover of this book. The tree only grows near Cape Town. It will not thrive when cultivated.

## SOUTH AFRICA.

The cruise in the eastern waters of our station has naturally awakened considerable interest among our readers to know something more definite about the Dark Continent, and more especially that part which we visited.

South Africa is meant to include all the territory south of the Portuguese possessions on the east and west coasts of Africa. That is, from Delagoa Bay, in the province of Mozambique, around Cape Agulhas to the Cunene River, which forms the recognized southern boundary of the Portuguese possessions on the west coast of Africa. The British Cape Colony forms the southern part of this territory, its boundary on the north being the Orange River, which separates it from the Trans-Gariep territory, a little-known and but partially-explored country, extending northward to the southern boundary of the Portuguese possessions on the west coast.

The province of Griqualand West is a part of the Cape Colony, and lies north of the Orange River, between the 22d and 25th meridians of east longitude. This province contains the famous Kimberly diamond-fields. The Orange Free State lies east of this province and north of the Orange River. The Transvaal State is north of the Orange Free State, from which it is separated by the Vaal River. On the east coast Cape Colony is bounded by Kaffraria, which extends from the Great Kei River to the colony of Natal, and into the interior to the Drakensberg Mountains. Basutoland lies between Kaffraria and the Orange Free State, all

three of which states are bounded on the north and east by Natal. Natal extends on the coast to the Tugela River, which forms its boundary with Zululand. Zululand is bounded on the north by the province of Mozambique and west by the Transvaal State. The geography of the states of South Africa thus gives the following as the order of the states from Delagoa Bay to Cunene River, viz.: Zululand, Natal, Transvaal, Orange Free State, Basutoland, Kaffraria, Cape Colony, the Trans-Gariep, and the country of the Betchuanas, north of Griqualand West.

The province of Griqualand West was annexed to the Cape Colony in October, 1880. Its representation in the Colonial Parliament is one member in the legislative council and six members in the house of assembly. This province is important because it contains the diamond-fields. When the diamondiferous region was discovered the country was under the government of the Orange Free State, but really belonged to the native Griqua chief named Waterboer. The great rush to the diamond-fields necessitated a stronger government than could be maintained by either Waterboer or the Free State, and the British flag was hoisted in 1871. The digging population objected to the British administration, and troops had to be sent there to enforce order. The claims of the Free State to the territory were disposed of in 1876 by a special convention, in accordance with which the Free State abandoned all claims to the territory for the sum of ninety thousand pounds, which was paid by the British government; but the objection of the European settlers and uprisings among the natives delayed the final annexation until 1880.

The Kimberly and De Beer's diamond mines (the two largest mines) belong to the British government, having been bought from private companies for the sum of one hundred thousand pounds. The other two well-known mines—Du Toits Pan and Bultfontein—belong to the London and South African Exploration Company. But the ownership of the precious stones found on these two farms has been the subject of a great deal of litiga-

tion in the courts. The peculiar nature of these diamond-finds has caused stringent laws to be enforced. Ten years hard labor on the breakwater at Cape Town is a common penalty for illicit diamond-buying, commonly called I. D. B.

The province of Griqualand West has an area of seventeen thousand eight hundred square miles, and in 1877 had a population of forty-four thousand eight hundred and seventy-seven, of whom twelve thousand three hundred and seventy-four were Europeans or whites, and the rest natives,—Hottentots, Kaffirs, etc. The country is not very fertile, but could be made so by artificial irrigation.

#### THE TRANS-GARIEP.

This unexplored country on the west coast north of the Orange River is still held by the natives. In 1876 the government of the Cape Colony sent a special commissioner to the natives to explain the advantages and benefits they would derive by becoming British subjects. The Cape Colony has certain commercial dealings, and this mission was undertaken in order to anticipate the threatened formation of a new republic by emigrant Boers from the Transvaal Republic, and also to prevent any other European power from getting a footing in the territory. Nothing definite has as yet been accomplished in the negotiation for inducing the Damaras, as the natives are called, to accept British protection. The British have, however, taken possession of Walwich Bay as a regular port, where they have established a custom-house and magistracy. There are but one hundred and fifty Europeans or whites in this unknown country, while the natives are roughly estimated at two hundred and fifty thousand.

#### KAFFRARIA.

This is Kaffirland property. It is a fertile and densely populated country on the east coast, between Natal and the Cape Colony. Its area is about seventeen thousand square miles, and its population is estimated at about four hundred and fifty thou-

sand. This country was ruled by a number of native chiefs, principally Bushmen, until they were driven out by various races from the north. The country has been subject to British influence, and parts of it have, within the last twelve years, been parcelled out among different tribes and races of Kaffirs, Fingoes, Basutos, Griquas, Gaikas, Zulus, and Hottentots. The whole territory is divided into four districts,—Transkei, Griqualand East, Tembuland, and Pondoland. All of these except the last are now under the direct authority of British magistrates, though the native chiefs in the different districts exercise their tribal authority. In Pondoland a British resident magistrate merely acts as a sort of umpire when disputes arise between different tribes. White men are not allowed to settle or to trade with the natives in the reservations of Kaffirland.

The colonists of South Africa have had a continual war with the natives, and the only end of such a strife must be in the extermination or incorporation of these tribes with the settlers. The "survival of the fittest" has here its greatest force; the native must make room before the superior intelligence and power of the white colonists. The various methods of state policy have been tried in every field here, as with our Indians in the United States. Force is followed by humanitarian measures, and this by force again, each doing its measure of the work of incorporating and breaking up the tribal characteristics, until the savage finds he cannot escape the influence of the surrounding civilization. The reservation of Kaffraria is thus gradually becoming more and more contracted, and fears of hostile incursions by the natives are no longer entertained in this vicinity.

The governor of Cape Colony also holds the office of high commissioner, the duties of which require him to exercise a jurisdiction over all questions arising between the native reservations of Kaffraria and the adjacent states of South Africa.

## BASUTOLAND.

This might be included as a part of Kaffraria, except that it has been regularly annexed as a province of the Cape Colony. It adjoins the eastern boundary of the Orange Free State, and lies west of Natal and northwest of Kaffraria. The Basutos are a tribe of Betchuanas and number about one hundred and twenty-seven thousand souls. They have carried on desperate border wars with the Orange Free State, in which they were badly defeated, and when reduced to the last extremity put themselves under British protection. Peace was established in 1869, and in 1871 it was duly annexed to the Cape Colony.

All these states are in the course of being absorbed by the Cape Colony, and there remain for our consideration Natal, Orange Free State, Transvaal, and Zululand.

## NATAL.

The colony of Natal has a coast-line of about one hundred and fifty miles on the Indian Ocean, and is situated directly between the native states of Kaffraria on the south and Zululand on the north, while a narrow neck of territory extends up in the north-western corner to border on the Orange Free State and the Transvaal. Natal was discovered on Christmas-day, 1497, by the Portuguese, and was so named in memory of that circumstance. Neither they nor the Dutch, who subsequently visited it, formed any permanent settlement there. It was visited by the English in 1823, who found it in possession of the Zulus, the leader of whom, Dingaan, murdered the previous chief and became king. He invited the emigrant Boers from the Cape Colony to visit him at his "Great Place," in the Zulu country, in 1838, and then, after having signed a treaty ceding the Natal country to the Boers, he and his followers fell upon his guests and massacred nearly every one of them. The Zulus simultaneously attacked the Boers' camp, and six hundred Boer men, women, and children perished in Natal. The Boers then collected in force and routed the Zulus.

They installed Panda, a brother of Dingaan, as chief of the Zulus, while they became masters of the country south of the Tugela River. In 1842, after a resistance from the emigrant Boers, Natal was taken possession of by the British government, and in 1855 was proclaimed a district of the Cape Colony. The Zulu chief, Panda, died in 1872, and his son, Cetewayo (pronounced Ketch-wi'-o), was made king of the Zulus by Mr. Shepstone, Secretary for Native Affairs in Natal, as the representative of the Queen of England. The career of this famous chieftain is given in the narrative of the recent Zulu war.

In 1875, Sir Garnet Wolseley arrived in Natal as governor of the colony, which was then given an independent colonial government. A legislature was established, which, after a series of changes, now consists of thirty members, twenty-three of whom are elected by the people of Natal and seven are appointed by the British government. The natives are governed by a peculiar native law. The sale of fire-arms and powder to natives is strictly forbidden, and all ammunition is imported and controlled by the government. In the towns no colored persons are allowed to be abroad after the hour of nine P.M., and no strange natives are allowed to remain in the town beyond five days unless they are employed.

The climate is healthy, though almost tropical on the coast. The census of 1881 shows that there were 400,676 inhabitants in Natal, of whom 30,296 were whites, 24,685 coolies from India, and the rest natives. There are three railroads in the colony,—one along the south coast, one north, and the third, a main trunk line through the colony to the northwest corner, where it will eventually lead up by branches to the capitals of the Orange Free State and Transvaal. The wealth of the colony can be judged from its trade. In 1882 the value of the imports was ten million seven hundred and eighty thousand dollars, and the exports two million five hundred and sixty-three thousand one hundred dollars. The chief articles of export are wool, sugar, hides, ostrich-feathers,



and ivory. Coffee, cotton, and tobacco have been cultivated, but they do not pay.

The city of Durban, at the head of the Bay of Natal, is a thriving town of fourteen thousand one hundred and eighty-nine inhabitants, of whom seven thousand four hundred and ninety-four are Europeans. The streets are well lighted and in good condition. There are several fine buildings in the town, and others in course of erection. The harbor is bad and exposed to heavy southeast gales. The telegraph-cable from Europe *via* Suez and Mozambique terminates at Durban.

#### THE ORANGE FREE STATE.

This republic lies north of the Orange River, which separates it from the Cape Colony, and south of the Vaal River, which forms its boundary with the Transvaal State. This country was settled by the "trek" Boers of 1838, who were dissatisfied with the British government in the Cape Colony and with the consequences following the abolition of slavery. The emancipation of slavery in the Cape Colony was enforced by the British government without regard to the state of the crops when the edict reached the colonists, and entailed such disastrous consequences that the Dutch farmers, called Boers, "trekked" (emigrated) to new fields where they might enjoy their patriarchal rule undisturbed. A part of these Boer "trekkers" settled in Natal, and were, as we have seen, again subjected to British rule; a second party settled in Transvaal, where they triumphed over the British in the recent Boer war; and a third party founded the Free State, which has maintained its independence ever since.

The Orange Free State contains seventy-two thousand square miles, and in 1880 had a total population of one hundred and thirty-four thousand five hundred and thirteen, of whom sixty-one thousand and twenty-two are whites. The government is a republic; the president is elected for the term of five years, and the congress, called "Volksraad," is composed of representatives

elected for four years, one-half of whom are elected every two years. There is also an executive council of five members, of which the president is chairman. This resembles our cabinet, except that with the council the president has much more power than our president can exercise.

The country is level, and very little of it is under cultivation. Cattle-raising is the principal pursuit. The western part of the state adjoins the diamond-fields, and there are some diamond-fields in the Orange Free State. The Griqualand West territory was a part of the state until the English took possession by paying a sum of money. When the Boers first settled the country they drove out the native negro tribes so effectually that they have had but little trouble with them since.

The chief town is the capital,—Bloemfontein,—about ninety miles east of Kimberly. It is a small town, and its climate is so excellent that it is a health resort for invalids from the diamond-fields and other points. There are about thirty-five other towns and villages. The country has been prosperous, and its wealth can be judged from the government revenue, which for 1882 was one million one hundred and fifty-eight thousand dollars, and the expenditure for the same year one million seventy-seven thousand three hundred dollars. The president is His Honor J. H. Brand.

The Orange Free State has no sea-board and no relations with any other countries of the world. All foreign relations are carried on through the governor of Cape Colony, who is also high commissioner for the countries of South Africa adjacent to the Cape Colony, so that practically the Orange Free State is under the protection of Great Britain.

#### THE TRANSVAAL STATE.

This was formerly known as the South African Republic, and was founded by emigrant Boers. This country, as its name indicates, lies "across" north of the Vaal River, and is, like the Orange Free State, without any sea-coast. It is separated from

the east coast by Natal, Zululand, and the Portuguese province of Mozambique. Its area is about one hundred and fifteen thousand square miles, and it contains forty thousand whites and about eight hundred thousand native inhabitants. Farming pursuits engage the attention of nearly the whole country, though the gold-fields of Leydenberg district are very rich, and it is probable that these mines will indirectly contribute a great deal to the development of the entire country.

The history of this country may be said to commence when Great Britain recognized the independence of the South African Republic by the Sand River convention in 1852. In 1859 the Transvaal and Orange Free State wanted to confederate, but were prevented from doing so by the English. Disputes were frequent in regard to the boundary-lines, and gave rise to considerable estrangement between the inhabitants of the two states. In 1873 the Leydenberg gold-fields were discovered and caused a great rush to that part of the state. President Burgers then entered into a treaty with the Portuguese for the construction of a railroad to Delagoa Bay, which is only one hundred and fifty miles from the gold-fields, and which will be the seaport of the Transvaal State.

In 1876 war was declared against Secoceini, a rebel chief residing in the republic, but this war was a complete failure. The Boers did not rally to the support of the government, and as long as they themselves were not molested in person or property they simply let the government take care of itself. The Transvaal Boers may be considered that class of Dutch farmers who have been the most bitter against the English. When they emigrated they trekked as far as possible, and felt sure of having rid themselves of the hated "Englischman," with whom they have nothing in common. The Boer is a simple, uneducated countryman. He likes to be out of the sight of his neighbor's smoke, and it is a source of satisfaction to him to live fifteen or twenty miles away from any other man's dwelling. He is very religious and prides himself on his godliness, in accordance with the Calvinistic

teachings. His ambition is to have large flocks and to rule his household like the old patriarchs, unmolested. He takes no interest in the government and hates taxes, which, somehow, are indelibly connected with the English, from whose detested rule he had migrated. The finances were in a most deplorable condition, and the government could not even raise the paltry sum of fifty pounds to pay the salaries of some subordinates. Having lost their credit and the hope of credit, the president and executive council found themselves on the verge of bankruptcy and powerless to carry on the government.

Sir Theophilus Shepstone visited the country early in 1877 in order to induce the South African Republic to join the proposed South African Confederation. President Burgers called the "Volksraad" (congress) to meet to consider this proposition, and a number of influential Boers then thought that, as they could not carry on the government themselves, it would be best to ask the annexation to Great Britain at once and save themselves from any further consideration of the too difficult financial problem. Shepstone was very popular with the Boers, much more so than their own President Burgers, who was very much disliked by the old Dutch party. The Volksraad avoided the question of confederation, but a great many Boers and other citizens, mostly English traders, signed a petition for annexation, and as the opponents of this measure did not protest, Shepstone believed that annexation was desired by a large majority of people. The Volksraad promised to appeal to their constituents on the subject of the new constitution, and immediately after doing so passed an act, which was familiarly called the "Hou jou smoel" law, meaning "hold your jaw," and which made it treason to discuss the question of confederation or annexation.

It appears, however, that annexation was determined upon in England before Shepstone visited the country, and that he had secret instructions to resort to force if necessary to effect the annexation. The prospects of the recently discovered gold-fields

had excited England's historical greed of territory, and the financial troubles of the government afforded an excellent excuse. The annexation was proclaimed on April 12, 1877, and Sir T. Shepstone became administrator of the government. Shepstone's personal popularity with the majority of the Boers contributed to make the Boers overlook the fact that their country was in actual possession of the English. It took some time for the simple Dutch farmers to realize the meaning of annexation. They all knew Sir T. Shepstone, and felt as if he were their countryman. His first act was the abolition of an oppressive war tax, so that his government immediately became very popular; the finances were taken in hand, conciliatory negotiations were made with neighboring hostile natives, and everything promised to run smoothly.

But the Boers did not want to be English, and gradually became aroused to the fact that they had lost their independence. Meetings were held, at which many protested against the annexation, and a deputation was sent to England, which asked for the restoration of the country to the Boers. In this mission they were unsuccessful, and their failure only increased the opposition to England. Upon their return the agitation continued openly; and in March, 1878, Shepstone issued a proclamation against these meetings of "designing persons." At this juncture Sir T. Shepstone was recalled by the English government, and the governor of Cape Colony, Sir Bartle Frere, was appointed high commissioner, and, with Sir Owen Lanyon, deputed to administer the government of the Transvaal State.

The agitation against annexation then commenced in earnest. The Boers knew that Shepstone had endeavored to obtain a liberal representative government for the state, and when he was recalled their subjection to Great Britain appeared a decided reality. Sir Bartle Frere perceived that the reported majority of Boers in favor of annexation never existed. He renewed the fair promises made by Shepstone, but was relieved by Sir Garnet Wolseley in August, 1880, just before the settlement of the Zulu war.

Sir Owen Lanyon remained at Pretoria virtually in charge of the state. He was placed there by the English government, and discharged his duties solely for England and not for Transvaal. He enforced the taxes, fines, and fees with strict integrity, and exhibited the money to prove that the Boers were satisfied with annexation. The Natal law prohibiting the sale of gunpowder without a license was strictly enforced, and several prominent Boers went to prison in preference to paying the fine of five pounds. An immense meeting of Boers took place at Paarde Kraal, at which it was decided to make a formal declaration of their independence on December 16, 1880. In order to effect this they wanted to print their proclamation, and as the only available printing-office was at Potchefstroom, where there was a force of British soldiers, the Boers sent an armed force to compel the printer to do the work and then return to the camp. The English garrison consisted of two hundred men with two 9-pounders, and occupied a fort outside of the town, the jail, and court-house. A force of five hundred Boers entered the town on the 15th of November, 1880, and seized the printing-office. They took possession of the town and defied the British garrison, who kept inside their barricades. When the Boers left a detachment of soldiers was sent after them, and in the excitement they commenced firing and one of the soldiers was wounded.

In the mean time the administrator, Sir Owen Lanyon, saw that matters were becoming dangerous, and wrote to Sir George Colley, who had succeeded Sir Garnet Wolseley as high commissioner, to send reinforcements to the Transvaal. He issued a series of proclamations denouncing the "misguided leaders," and asserting that England would never restore the independence of the Boers. This last clause gave confidence to the loyal Boers, but they were a small minority, while the mass of the people felt that the time for the struggle had really come. It would fill a volume to give the details of the different battles, the sieges which English garrisons sustained in the different towns, and the disasters which they met

at every encounter with the determined Boers. The first engagement occurred at Bronkhurst Spruit, where three hundred men of the Ninety-fourth Regiment were attacked on their march to the capital, Pretoria. The officer in command, Colonel Anstruther, was warned beforehand, but did not believe he would be attacked, and took no extra precautions. His convoy of thirty ox-wagons, etc., each drawn by sixteen or eighteen bullocks, covered over a mile of road even when in close order. He left Middleberg on December 19, and upon arriving at Bronkhurst Spruit he saw a large force of Boers on all sides of the convoy. He then ordered a halt, and sent word to close up. A messenger from Piet Joubert, who, with S. P. Kruger and M. W. Pretorius, formed a Boer triumvirate, rode up and handed a note to the colonel, requesting him to halt until a reply was received to the ultimatum which the Boers had sent to Sir Owen Lanyon. The note also declared that if the colonel should advance one step beyond the Spruit it would be considered a declaration of war. The colonel replied that he would march to Pretoria, and proceeded to do so, when the Boers appeared in force in front and opened fire. The British deployed as skirmishers, but in less than ten minutes one hundred and twenty soldiers were killed and wounded by the wonderfully accurate fire of the Boers. The English returned the fire as best they could, but it was of no use; the "cease fire" was sounded, and handkerchiefs promptly waved to denote submission. The colonel and a large percentage of officers were killed and the whole command captured.

The Boers have been accused of treachery for this fight, but evidence shows that the English paid no attention to the Boer threats, and that they were attacked fairly. The English officials had pigeon-holed all the Boer petitions and memorials, and would not believe that the Boers would ever fight.

Sir George Colley then collected all available troops in Natal to invade Transvaal, but the Boers did not wait for him. They had things pretty much their own way in Transvaal, where most of the English troops were besieged in the towns, and accordingly

marched to the Natal frontier, and selected Laing Neck, a point on the road from Natal to Pretoria, at which to make their final stand. The Boers occupied a ridge in front of Henry Laing's farm-house, which was surrounded by a stone wall, when the British troops advanced at six A.M., January 28, 1881. The English force was the Fifty-eighth Regiment, five hundred men; Sixtieth Rifles, four hundred; naval brigade, one hundred and twenty; twelve field-pieces and about two hundred mounted men, making a total of about fourteen hundred men. The artillery opened fire at ten A.M., and after shelling the ridge for twenty minutes the mounted squadron charged a hillock on the Boers' left. The Fifty-eighth then advanced near the centre, supported by the rifles. The Boers reserved their fire until the cavalry gained the summit, when they poured in a volley, which emptied half the saddles and forced the rest to retreat. The Fifty-eighth marched up in solid front to charge the ridge as if on parade, and were met by a terrible fire in front and on their flanks, which compelled them to deploy and take such shelter as the ground afforded. But when they rose up to charge, a deadly fire cut the regiment up most terribly and obliged them to retreat. The excellent artillery practice alone saved them from being annihilated, as it prevented the Boers from advancing. The British lost about two hundred men killed and wounded, and the Boers none killed and twenty-four wounded. The Boers were excellent marksmen; they were accustomed to handling a gun from early boyhood, and the British soldiers had not the slightest chance against them. Their white helmets and bright red coats afforded good targets, which the Boers rarely missed. After the battle Sir George Colley waited for reinforcements, and some minor engagements took place on the Ingogo Heights and surrounding country during the month of February, 1881.

During the night of the 26th of February word was silently passed for detachments of the Fifty-eighth, Sixtieth Rifles, naval brigade, and Ninety-second Highlanders, a total of six hundred



men, to form for a secret night expedition. At ten o'clock the command started from the camp in front of Laing's Neck, and, guided by Kaffirs, climbed the steep ascent of Majuba Mountain. This hill commanded the Boer camp at Laing's Neck, and with its steep precipitous sides could have been made absolutely impregnable by a force lodged in the basin upon its summit. It was nearly dawn when this ascent was accomplished by General Colley and his six hundred, and when done the troops were so exhausted that they were all given a rest, without taking the most ordinary precautions. A party of Highlanders imprudently exposed themselves to view at early dawn, and were so elated with the advantages of the position they had gained that they shook their fists at the Boer camp, and said, "Come up here, you beggars!" The Boers did not hear this threat, but they did "come up here." The Boer camp was seen astir by the first glimpse of dawn, and before the English deemed it possible, a number commenced firing up at them from behind boulders in the terraced ground in front. The Boers actually stormed the mountain, not in full display of regimental parade, but as individuals supporting each other.

The English did not know the nature of the ground they occupied, and before they made proper dispositions for defence the Boers had gained the crest and poured in a most destructive fire upon them. The different regiments became confused and mixed up in a crowd in the centre of the basin without any organization. A panic suddenly seized them and all took to flight, pursued by the Boers. General Colley was shot while attempting to rally the men, and Commander Romilly, of the naval brigade, fell by his side. This flight is graphically described by Mr. Carter, an English newspaper reporter, from whose "Narrative of the Boer War" this account has been compiled. Mr. Carter ran with the rest, and deliberately let himself slide down from the edge of the precipice, and landed unhurt on a projecting boulder a great distance below, under which he took shelter from the Boer bul-

lets. He hid for some time, until summoned by a voice from above: "Halloo there! Coom up ere; I weel not shut you," which induced him to surrender, and being well received, was taken to Commandant Smidt, to whom he explained that he was a newspaper correspondent.

The total force on the Boer side, either storming or held in reserve for the attack on Majuba Mountain, was four hundred and fifty men. Their loss was one killed and five wounded, while the English loss was, officers, six killed, including the general, nine wounded, and six prisoners; men, eighty-six killed, one hundred and twenty-five wounded, and fifty-three prisoners,—a total loss of two hundred and eighty-five out of the six hundred who went to Majuba. The Boers behaved with remarkable humanity; they had beaten the English in every encounter, even when outnumbered and against every advantage in position. They, however, did not take any credit to themselves, but ascribed it all to the righteousness of their cause, and with most admirable simplicity said, "The Lord helped them."

Sir Evelyn Wood took command after the Majuba disaster, and negotiations for peace shortly afterwards resulted in an armistice and a convention, by which England submitted to the Boer demand and restored their independence. The name of the country was changed from South African Republic to Transvaal Free State, and the Boers consented to acknowledge the "suzerainty" of the Queen of England. The term "suzerainty" means that England has charge of all foreign relations of the Transvaal State, but that the Boers have their own republican government independent of England. An Englishman resides at Pretoria with the title of British resident, who has charge of relations with surrounding natives, and acts as a British minister. The government is administered by a president and Volksraad, similar to that of the Orange Free State.

## ZULULAND.

This territory is occupied by savage negro tribes called Zulus, after the name of one of their famous kings. About the beginning of this century a chief named Chaka obtained ascendancy over the other tribes and organized a standing army, by which he weakened the power of independent chiefs and strengthened his own. Military service was compulsory on all males, and each one was assigned to a regiment according to his age. These regiments thus became the king's and were separated from their tribes. The women were divided similarly, and had to marry into regiments at the king's command. Regiments were not allowed to marry until they were entitled to wear "head-rings," which right they obtained when they became forty years old. Chaka made war on surrounding natives, and in 1824 allowed the English to establish a trading-post at Durban. He thought of visiting England, but was murdered, and Dingaan succeeded him. Wars with the Boers continued until Cetewayo became king, who preserved a nominal peace through the influence of the English. The Zulus, however, continued to commit depredations on the border, and, finally, a party of them crossed into Natal and killed several refugee Zulu women. The English demanded the surrender of the murderers, but Cetewayo refused to give them up. In December, 1878, commissioners went to Cetewayo and demanded the recognition of the boundary-line of the Tugela, Buffalo, and Blood Rivers, thence to the Magedala Mountains, and then to the Pongolo River. Certain reforms were to be carried out in the customs of the people, and the large army was to be at once disbanded. The king was also told that unless he complied by January 1, 1879, the British army would invade Zululand. The terms meant virtually a cession of the country, and no hope was entertained of their acceptance.

The British collected their forces at four points to form four invading columns, which were to meet at the "Great Place" of

Cetewayo. Each column numbered about two thousand men. The Zulu army consisted of about twenty-five regiments, and numbered in all about forty thousand men. The chief peculiarity of these regiments consisted in a simple but wonderfully quick manœuvre of forming circles to outflank an enemy. From this formation by the wings they break with great celerity into columns of regiments or companies, and from these into skirmishing order, with reserves and supports. Three or four days' grain carried by lads, and sometimes a herd of cattle, constitute the Zulu commissariat. The Zulu is a born athlete, and can run eight or ten miles or walk seventy or eighty without breaking down. He is armed with several assegais (short spears), which he can throw with sufficient force to kill at fifty yards. Some have muskets and rifles, but all carry assegais. Shields made of rhinoceros-hide are carried by some of the chiefs.

It is not intended to enter into the details of this war. A few incidents from "The Story of the Zulu Campaign," by Major Aske and Captain Edgell (killed at Ulundi), will convey a fair idea of the struggle.

No reply having been received from Cetewayo by January 11, to which date the time was extended, the first column crossed the Tugela and marched to Ekowe, about thirty miles north. They were opposed by about ten thousand Zulus, and were finally blockaded in that place after a series of small engagements, in which the British soldiers fought gallantly against overwhelming numbers. The second column failed to cross the river, but the fourth, under Colonel Wood, with a large Boer contingent, operated from the Transvaal frontier with great success. Lord Chelmsford was in command of the army and directed the movements of the third column in person. This advanced from the northeastern frontier of Natal and had to check a threatened invasion of Natal.

The third column started from Rorke's Drift, on the Buffalo River, and detachments were sent ahead to reconnoitre. The first, under Major Dartnell, found the enemy on January 21, and

was reinforced by a larger body from the second, under Colonel Pulleine, who was left in charge of a camp at Isandula. Colonel Durnford was then ordered from Rorke's Drift to reinforce Colonel Pulleine, and being senior officer took command of the camp, which contained a total force of sixteen hundred and twenty-two officers and men,—one-half English and the other half Natal natives. The battle commenced almost immediately after Durnford's arrival, at nine A.M., January 22. The Zulus attacked the camp with a force of twenty thousand men, but their right wing was repulsed, and when the English thought the Zulu army beaten they were suddenly attacked in the right and rear. It seems that in the midst of the engagement, after charging with a desperate fanatic recklessness, the Zulus performed their peculiar circular evolution and threw their right wing to the centre, the centre to the left, and what had been the left stood fast and became the right. In executing this manœuvre the English supposed them in flight and gave chase, but this exposed their rear, and before they had time to fix bayonets the enemy entered the camp, which, in disregard to positive orders, had not been "laagered," and in a moment all was disorder. Then followed a hand-to-hand fight, in which the Zulus used their assegais with terrible effect, and soon routed the English. Twenty-six English officers and six hundred men perished in this sad disaster, while the British lost their camp, one hundred and two wagons, two guns, twelve hundred rifles, and a large amount of material and supplies. A part of the enemy's force remained to plunder the camp, while two regiments of four thousand men proceeded to Rorke's Drift, where eight officers and one hundred and thirty-one men heroically defended the hospital against repeated assaults by the savage horde. This force was the king's main body, and though they won the British camp at Isandula they did so with an immense sacrifice of life, and they were unable to gain any other success during the war. The British were, however, held in check, and had to await reinforcements before they could proceed.

The second period of the war began about May 3, after the arrival of reinforcements from England, numbering eight thousand five hundred men, including two regiments of cavalry. The British army met with unvarying success in this period of the war, which is marked by the sad death of the son of the late Emperor Louis Napoleon. Shortly after the first advance he volunteered for a reconnoissance, and obtained permission and a suitable escort. The prince was young and so ambitious that he, with Lieutenant Carey and six men, started off without waiting for the rest of the escort, and "off saddled" on a bluff by the Ityotyosi River without posting any pickets. A force of Zulus then surrounded them unperceived, and assailed the prince as he attempted to mount. Lieutenant Carey and four others managed to escape.

Cetewayo was finally captured on August 30, and the Zulus were compelled to submit to the English government. Lord Chelmsford was relieved of his command just before the close of the war by Sir Garnet Wolseley. The war was practically ended before the latter arrived, owing to the measures taken by Lord Chelmsford, who was relieved chiefly because of the death of the Prince Napoleon. John Dunn, a white Zulu chieftain, contributed to the overthrow of Cetewayo, and the country was pacified. Cetewayo was sent to Cape Town and to London to see England's power. He was then restored to liberty and replaced as King of Zululand. He died a year later, and different chiefs have been disputing over the inheritance.

## CHAPTER XV.

Departure for St. Helena—Impressions upon sighting the Island—Incidents of the "Brooklyn's" Stay in Port—Grand Ball given to the Officers by the Citizens of Jamestown—Description of St. Helena—History of the Island—Napoleon's Exile—Measures taken by the English to prevent his Escape—Failure of the Plans of Napoleon's Friends—The Remarkable Resemblance of the Chinese Servant to the Ex-Emperor—Napoleon's Pastimes—Last Sickness and Death—Curious Coincidence related by an Old Inhabitant—Burial at St. Helena—Neglect of Longwood—Napoleon's Remains removed to France—Grand Funeral Procession—Restoration of Napoleon's Residence—Cession of the Tomb and Longwood Estate to Napoleon's Heirs by Great Britain—The Present Guardian of the Tomb—A Visit to Longwood and Description of its Present Condition.

AT ten A.M., Saturday, April 12, we left our snug berth in the outer basin of the Alfred Docks, where the ship had comfortably weathered the furious southeasters during our stay at Cape Town. We then anchored in Table Bay, near the breakwater, and returned the salutes which had been fired when we were in the basin. "The Castle" returned our salute to the governor, and the Austrian school-ship "Donau" fired a national salute to the American flag. These official international acts of courtesy having been performed, we again got under way, and most regretfully took our departure from Cape Town, where all of us left some one or more kind friends among its inhabitants. A little flirtation by signals with sunflashes to the villas at Sea Point gave signal officers a "signal" advantage over their shipmates; but just then the band struck up "Home, Sweet Home," when a greater interest was manifested in our speed, as the fact dawned that most of us would reach our homes before we should see this land again. We experienced good weather and fair winds throughout, so that the next day we uncoupled the propeller and kept under sail alone. We had

light to moderate breezes from the south and hauling to the west and back again to southeast. It would be difficult to state at what time we first got the "southeast trades," because there was no decided change in the weather to mark the instant when we crossed the southern limit. The log shows that after eight A.M., April 17, the wind did not haul to the west of south-southeast, so that from that position—latitude  $25^{\circ} 40'$  south, longitude  $8^{\circ} 10'$  east—it may be said that we had the trade-winds.

There are no special incidents to record during the passage. The usual drills and exercises occupied the daily routine until we sighted St. Helena Island at ten A.M. on Wednesday, April 23. During that afternoon and night we laid off and on, so that we might take up our anchorage off Jamestown the next day during daylight.

A beautiful sunset illumined the island of St. Helena with a sombre magnificence. A deep black cloud hung over the island as if to point out its tragic history. Nature's memorial to the great Napoleon, a huge sarcophagus in mid-ocean. With such thoughts, so aptly expressed in the lines quoted from Châteaubriand, we passed our watch that night in expectation of arrival in the morning.

As we approached the island it seemed to grow more and more repulsive. The steep precipices, barren rocks, and deep ravines, all bristling with fortifications, did not invite approach, although this was the haven we had sailed for. At 9.30 we rounded Barn Point, and soon made out the vessels at anchor in the harbor. Bank's Battery, like an eyry in the cliffs, was next passed, then the ramparts and works of Rupert's Valley, and finally at 10.15 we quietly anchored in James Bay.

Immediately after anchoring we saluted the English flag with twenty-one guns, which salute was promptly returned by the fort on the crest of Ladder Hill. At 1.45 P.M. Admiral Phelps, Captain Weaver, and the personal staff left the ship and made an official visit to the governor. A guard of honor from the garri-



son received them upon landing, and the fort fired a salute of thirteen guns, which we returned gun for gun. At 3.15 his excellency the governor, Colonel Grant Blunt, Royal Engineers, returned the admiral's visit, and upon his departure we fired a salute of seventeen guns, all the other usual naval honors being complied with.

The anchorage off Jamestown is simply an open roadstead on the lee side of the island, but balmy breezes prevail almost constantly, and the "oldest inhabitant" cannot remember any but a southeast wind. The shipping in the harbor at the time of our arrival consisted of half a dozen whalers, five of which flew the stars and stripes, and gracefully dipped to us as we came in.

Jamestown is prettily situated in a valley which opens out on the lee side of the island. The surf rolls in to the beach constantly, so that the only landing for boats is on the left, just under the guns of Munden's Battery. A road, which is hewn out of the rocks, then leads around to the sea-wall and the castellated ramparts, in the centre of which a bridge over the moat gives access to the town gate. A large square opens out, after entering the gate, with a number of public buildings on the left,—“The Castle,” the official residence of the governor, the colonial secretary's office, post-office, and public gardens. The latter is a piece of ground of about one acre, which is planted with trees and kept as the favorite resort of the citizens; the garrison band used to give bi-weekly concerts in this garden, but since the great reduction in the strength of the garrison the band has been withdrawn. The “Brooklyn's” band gave two promenade concerts during our stay in port, and added a great deal to the pleasure the people derived from our visit. A small monument here commemorates the officers and men of the British navy who died while engaged in the suppression of the slave-trade. The ruin of Mr. Porteus's house adjoins the garden, and is interesting because of a coincidence that the Duke of Wellington as Sir Arthur Wellesley, on returning from India, slept for one night in the same apart-

ment which was subsequently used by Napoleon when he landed as an exile. On the opposite side of the square there are the custom-house, several buildings used by the military, and the landing of the ladder, which leads to the top of Ladder Hill. This ladder forms one of the most conspicuous features of the town. It was built in 1830, and was formerly equipped with a rope tramway, the car of which came to grief by the rope's parting, since which it has been disused. The famous ladder is nine hundred and thirty-three feet long, and reaches a vertical height of six hundred and two feet, with seven hundred steps, each of which has a vertical rise of 10.32 inches. The average slope is thirty-nine degrees, but as it follows the curvature of the hill, the steepest angle is forty-four degrees.

The parish church, with square tower supporting a pointed spire, is almost directly in front of the town gate. A wide street then leads up through the town, with a number of substantial buildings on both sides; the hotel, St. Helena Club, and officers' mess-room on the right, with some residences and the handsome store-houses of Solomon, Moss, Gideon & Co. on the left. Two streets branch off from this, one leading to the famous side-path, the direct road to Longwood, and the other to the right, forms the principal thoroughfare up the valley, with the main barracks, shops, and residences lining both sides. There are about two hundred houses in the town, many of which are gradually succumbing to the ravages of the white ant, a pest introduced some years ago by the shipping.

The people of St. Helena extended the most cordial hospitality. The St. Helena Club immediately sent off invitations extending the privileges of the club to the admiral, captain, and officers, while His Excellency Colonel Blunt and the officers of the garrison hoped we would consider ourselves honorary members of the garrison mess during our stay in port. Wednesday, May 1, Mrs. Solomon and Miss Moss, the leaders of St. Helena society, gave a very elegant entertainment to Admiral Phelps, Captain Weaver,

and the officers of the "Brooklyn" at the mess-house in Jamestown. Great preparations were made for this entertainment. The house was tastefully decorated with flags, evergreens, and flowers; and every detail for the comfort of the guests was amply provided for. The guests were received in the rooms of the first floor, from which they went to the ball-room on the second floor, where Mrs. Solomon and Miss Moss received. The "Brooklyn's" band occupied the balcony leading from the ball-room, and their largest audience, it is unnecessary to state, was congregated in the street in front. We were most agreeably surprised this evening at each detail of this ball. We would not have believed it was possible to get up such a complete affair on the island. It also appeared that the young ladies know the American glide waltz, and dancing men were delighted.

The entertainment commenced upon the arrival of his excellency the governor, when the band struck up the English national hymn as customary, after which a regular programme of dances was strictly followed. There were about one hundred persons in all, including the officers of the "Brooklyn" and the garrison, whose brilliant uniforms contrasted admirably with the elegant toilets of the ladies. The refreshments were of the most substantial character, and the greatest consideration was manifested in every detail. During the entire evening tea and coffee, punch, wines, etc., were served in a buffet on the third floor, in a room adjoining which the band was kept supplied with beer. At midnight a march indicated that the time for supper had arrived, and the guests walked to a large room in the other wing of the mess-house, where tables were set and every one was served as if at a regular hotel. A supper at a ball is often a picnic, where one gets what he can, but this evening the most fastidious must have been gratified with the quality of the delicious viands and the manner in which they were served. After supper dancing was resumed and kept up until morning, when the guests departed, with thanks to the hostesses for the delightful entertainment.

The governor also invited Admiral Phelps, Captain Weaver, and the staff to luncheon at "Plantation." The officers of the garrison vied with the citizens in giving expression to their friendly consideration for Americans, and arranged an elegant dinner-party at the officers' quarters on Ladder Hill for the "Brooklyn." This took place on Friday, and was followed by customary toasts to the Queen and President.

These acts of courtesies were duly reciprocated by the "Brooklyn," and Admiral Phelps, Captain Weaver, and the officers gave a reception on board from two to five P.M. on Saturday, May 3. The ship being in the usual trim condition did not need much decoration, but a few flags were tastefully arrayed; while English and American flags were prominently combined as expressive of our cordial friendship. Colonel Blunt, who was acting governor since the death of Governor Janish, two months before, came simply as an officer of the Royal Engineers, and at his request the parade and ceremony of official reception were dispensed with. All the prominent people of St. Helena were invited. The band played nicely, and it was a very pleasant affair. A light collation was spread in the wardroom, and the guests left about sunset, evidently highly gratified by their visit.

Our chaplain was requested to hold services in the different churches, and the *St. Helena Guardian* spoke very highly of his sermons. Father P. Hayes, officiating chaplain to the Roman Catholic troops, held divine service on board the "Brooklyn" one Sunday, and preached a very impressive sermon upon "Prayer," which was especially edifying. High mass was celebrated after the sermon, and the Catholics in the ship's company were very thankful for this privilege. There was no Roman Catholic church at this time in St. Helena, and Father Hayes was anxious to get one built. A subscription was started to assist in this charitable object, and the sum of about one hundred and twenty-five dollars was generously given by this ship's company.

St. Helena has been declining of late years. The inhabitants

not lacked enterprise, but causes for which they are not responsible have operated against them. Measures were on foot for cultivation of trees, and immediate relief was expected from the repeal of all tonnage dues. The charge of a penny a ton vessels calling at Jamestown for supplies was repealed on Jan. 1, 1882. No charge will be made in the future, and St. Helena is a free port of call. Postal communication is by Cape steamers, which stop *en route* to England about twice monthly, from England on an average of once every four weeks. The Europeans fifteen days to London, five days to Cape Town.

# ST. HELENA.\*

St. Helena lies in latitude  $15^{\circ} 55'$  south and longitude  $5^{\circ} 42'$ . It is eleven hundred and forty miles from the African coast, ten hundred miles from the South American coast, and seven hundred miles from the island of Ascension, the nearest land. It is a rock of volcanic origin in mid-ocean. Its area is forty-five square miles, its extreme length ten and one-quarter miles and greatest breadth eight and one-quarter miles. The length of the irregular coast-line, measuring chords of one mile each between the points, is about twenty-nine miles. The island rises abruptly and almost vertically from the sea, to a very variable height, in a series of dark-brown rocky precipices, deep ravines and valleys on all sides. The highest point is St. Helena's Peak, two thousand seven hundred and four feet above the top of which affords a magnificent panorama of the island. The high barren cliffs and deep chasms that separate them give a forbidding repulsive appearance, which, coupled with the misnomers of Napoleon's exile and death, produce an op-

\*Applied from pamphlets, notes, etc., entitled "St. Helena," by a Bird and personal observations of the author.  
and Prospects of the Agricultural Resources of St. Helena," by D. Helena records, the "St. Helena Almanac," "A Report on the Present Age," "A Few Notes on St. Helena," by Benjamin Grant, scraps from

pressive feeling upon the spectator, like the desolation attached to a graveyard in the thought of dead hopes and "what might have been." The entire surface of the island is hilly and precipitous, the only comparatively level portions being in the vicinity of Longwood and a small area at "Plantation," the governor's residence. Of the entire area of twenty-eight thousand eight hundred acres, twenty thousand acres are rocky, barren wastes, totally unfit for agriculture, eight thousand acres are for pasture and hay, four hundred acres under forest, both of indigenous and introduced trees, and the remainder under cultivation for raising crops and contributing to the food-supply of the inhabitants.

The present population, excluding the garrison and shipping, is about four thousand five hundred, of whom two thousand four hundred and thirty-five live in Jamestown. Only seventy men are employed as farmers. During the last ten years large numbers of laborers have emigrated to the Cape and Natal, and evidences of decline are visible on all sides, chiefly attributed to the completion of the Suez Canal, when the Cape route was practically abandoned by the largest and best ships to India and the East. Formerly thousands of vessels used to call annually, and remained a considerable time refitting, etc., by which large sums of money were circulated; but now large steamers are substituted for those sailing-vessels, and as they carry supplies of fresh meat and vegetables preserved by refrigerating processes, those that still call seldom require anything.

The island being situated within the belt of the southeast trade-winds, enjoys a remarkably pleasant and equable climate, except during the winter months, from May to September, when the trades are very fresh, and it blows hard for days and weeks and the air is heavily loaded with moisture. The temperature varies from fifty-two to seventy-seven degrees, these being the extremes, while the average variation is but seven degrees, the average in February being sixty-five and in August fifty-eight. These observations were made at Longwood, seventeen hundred and eighty

feet above the sea, and the temperature in Jamestown is about ten degrees higher. Neither of the extremes are oppressive, but when one has lived much in the tropics it is felt to be decidedly chilly with the thermometer at fifty-two; and sometimes when the trades are light an eddy sweeps up into James Valley, which, for a few hours, produces an oppressively hot vitiated atmosphere.

The island was discovered by Juan de Nova Castella, commander of a Portuguese fleet returning from India, on the 21st of May, 1501, the anniversary of Saint Helena, mother of the Emperor Constantine. In 1513 a disgraced Portuguese nobleman landed on the island, and with a few negro slaves formed the first settlement. The Portuguese abandoned it some years later, and in 1645 it was colonized by the Dutch, who deserted it in 1651, and, in the same year, the English East India Company permanently settled it. In 1655 they built Fort James on the site of "The Castle," from which James Valley and Jamestown received their names.

The Dutch then regretted having abandoned St. Helena, and in 1672 sent a force to retake it. Their first attack at Lemon's Valley was repulsed by quantities of stone rolled down upon them from the mountains on each side of the ravine, but they subsequently effected a landing at Bennett's Point on the western shore and gained the heights of the interior, and thence marched to Ladder Hill, which rendered further resistance useless and obliged the English to evacuate. The latter sailed for Brazil, whence they fell in with three English cruisers, "Assistance," "Levant," and "Castle," with which they returned to St. Helena in May, 1673. A force of two hundred men was landed at Prosperous Bay, on the windward side of the island, just below Longwood. Guided by a slave named Black Oliver, one of the men managed to climb up the side of the precipitous rocks and sent down a hauling line for a rope, by means of which the entire command gained the summit. The tradition is that the bold sailor who climbed the hill was encouraged by the men below, who shouted

"Hold fast, Tom!" and the place has ever since been called "Holdfast Tom." The party then proceeded towards Jamestown, while Sir Richard Munden, in command of the squadron, appeared in front of the town and compelled the Dutch governor to surrender. The British East India Company then received a second grant of the island, and retained it until April, 1834, when it was transferred to the British government, though during the five years of Napoleon's captivity on the island the government was administered by an officer appointed by the British crown.

All the interest attached to the island centres in the fact of its having been the place where Napoleon passed the last days of his most remarkable life. The incidents mentioned in the records are merely trivial anecdotes connected with the local government, the growth of the colony, the construction of churches, forts, and other buildings, with notices of slight shocks of earthquake in 1756, 1782, 1817, and 1864.

Volumes have been written respecting the treatment of Napoleon from July, 1815, when, on board the "Bellerophon," he received the first intimation that the allies intended to send him to St. Helena, until his remains were received on board the French frigate "Belle Poule" on the 15th of October, 1840, but it will be interesting to review some of those events, especially the traditions of the old inhabitants, not generally known.

After the battle of Waterloo the Emperor Napoleon Bonaparte returned to Paris, abdicated the imperial throne, and proceeded to Rochefort, where he voluntarily went on board the "Bellerophon" and surrendered to the English. The allies then decided to send him to St. Helena, where he arrived in the "Northumberland" on the 15th of October, 1815. He landed at Jamestown the next day, and was accompanied by General and Madame Bertrand and three children, General and Madame Montholon and two children, Count Las Cases and his son, General Gourgaud, Captain Protowskoi, and Dr. O'Meara. He also had eleven male servants holding various appointments in the household, first and



second valets de chambre, first and second stewards, etc., and one female cook, an English gardener, twelve soldiers as servants, and the servants of the generals, so that in all the establishment numbered fifty-five persons.

Napoleon proceeded to a house adjoining the public gardens on the left of the main street in Jamestown, where he passed the first night, and early the next morning rode out to Longwood to see the place which had been selected for his residence. Longwood is situated in the central zone, about five miles by road from Jamestown. It overlooks the sea at Prosperous Bay, and is in an unsheltered position on the windward side of the island. The house was built in 1743 under Governor Dunbar, and intended for a barn. It was subsequently converted into a residence for the lieutenant-governor, and was vacated by him for the illustrious exile. The small bleak cottage needed considerable repairs before it could be made a suitable residence, and when Napoleon rode back he expressed a wish to stop at "The Briers" and avoid the annoyance of the crowd of people who awaited his return to town. The request was granted, and the proprietor, Mr. Balcombe, arranged a pavilion attached to the estate for his accommodation. This pavilion was too small to accommodate any more of his staff than Count Las Cases and his son, who occupied one of two rooms in a little attic over the only room on the ground-floor. Napoleon occupied a camp-bed, and was obliged to submit to many discomforts. A tent was rigged in front of the pavilion, to which his bed was removed shortly afterwards.

Mr. Balcombe and his family showed their illustrious guest every attention, and as his two daughters were well educated and spoke French fluently, Napoleon became much attached to the family, and often amused himself in the boyish games of Mr. Balcombe's sons. One of the daughters, Miss Betsy, published "Recollections of the Emperor Napoleon," which contains many anecdotes of that period. Miss Betsy was a very lively young lady, and, on one occasion, while fencing with Napoleon, succeeded

in pinning him with a sword in one corner of the room. The world's conqueror conquered by a woman.

In the course of a few weeks Admiral Cockburn had, by employing carpenters and men from the ship, completed the repairs at Longwood, to which Napoleon removed on the 9th of December. Longwood was distasteful to Napoleon from the first. The reflection that he was to pass the rest of his life there, and that every precaution short of force, and by force, if necessary, would be taken to keep him there, that every movement would be watched by sentries, and that escape would be impossible, would have marred the beauties of the most luxurious palace in the world; but, added to the forbidding aspect of the barren ridges, heavy, chilly rain-storms frequently prevailed, which had a most depressing influence, so that no wonder the small, inconvenient house of Longwood was so much disliked by the illustrious prisoner, who, a short time before, had given away kingdoms to his brothers and favorite generals. The house at Longwood was a low, rambling, wainscoted building, its plan being in shape like the letter T. The main entrance (at the foot of the T) led into an anteroom, which had three windows on the west or lee side. This room opened into the saloon, back of which were the rooms of the main building, with dining-room and library on the left, and two bedrooms (one being an office) on the right. A bath-room adjoined back of end bedroom, then a small waiting-room, a passage, and the kitchen. A billiard-room adjoined back of these rooms. Napoleon occupied six rooms,—saloon, dining-room, office, library, bedroom, and bath-room. The attic, access to which was gained by small stairs in rear of dining-room, and other rooms in this and adjoining buildings, were occupied by his suite; but some of the latter had to occupy tents, and the Count and Countess Bertrand were lodged in a small house at Hutt's Gate, about a mile from Longwood.

Specific charges were made against Admiral Cockburn as soon as the arrangements for the security and comfort of Napoleon and



LONGWOOD OLD HOUSE, ST. HELENA.



his household were completed, in which Napoleon protested against the manner in which this arduous duty was performed. These charges were refuted by the admiral, and all complaints against the quality and quantity of articles supplied for the household were promptly attended to. Napoleon must have seen the necessity for the measures taken for his security, and tacitly acquiesced, although he openly protested against them.

On the 14th of April, 1816, Sir Hudson Lowe arrived, and relieved Colonel Wilks as governor of the island. One of his first acts was to send word to Napoleon that he would call at Longwood on the 16th to pay his respects. Sir Hudson arrived at Longwood with Admiral Cockburn and staff about nine o'clock in the morning, an hour when the governor must have known that Napoleon was not in the habit of receiving any one. He was told that the emperor was indisposed and could not see him, but appointed the next day between one and five P.M. for an interview. The governor then returned and made his visit, accompanied as before, at four o'clock the next day. On the governor being called for by the attending officer, Sir Hudson Lowe rather abruptly entered the apartment, where Napoleon stood to receive him, while the admiral, who was to present him, did not reach the door until after it was closed by the attendant, and was then refused admittance. This, though trivial under other circumstances, should not have occurred, and gave rise to correspondence and official interviews for some time. Authorities differ as to Napoleon's view of the insult to the admiral. Las Cases says that Napoleon was delighted with the attendant's promptitude in shutting the door in face of the admiral; while Count Montholon states that Napoleon was vexed at the oversight, and requested his regrets for the circumstance to be communicated to Admiral Cockburn. The interview was unsatisfactory to both parties, and left a disagreeable impression. Napoleon could not divest himself of the idea of his having been an emperor, and such an emperor, while the governor felt as a military man to whom, as such, the safe custody of the

illustrious exile was committed, and that everything depended upon his fidelity to the trust.

A few days afterwards a document was received from the governor, which, in accordance with instructions from England, required all the members of Napoleon Bonaparte's suite and domestic establishment who wished to remain at St. Helena to sign a declaration that they were willing to be placed under the same restrictions which it might be considered necessary to adopt towards Napoleon Bonaparte personally. Napoleon was very much vexed at being designated as Napoleon Bonaparte, which in this document appeared studiously a second time. The officers were annoyed by its tenor, which implied a doubt on their devotion to Napoleon; and they and the servants signed a paper in which they declared their intention of continuing "in the service of His Majesty the Emperor Napoleon, however frightful remaining in St. Helena might be, and of submitting to whatever unjust and arbitrary restrictions had been placed over His Majesty and the persons in his service."

Shortly after this the British officer who had orders to personally see Napoleon twice daily, reported that he had not been able to do so on the day before. The governor then visited Longwood, and was admitted. He found that Napoleon had been ill the day before and was still suffering. Napoleon complained of the treatment he was receiving; was dissatisfied with the orders and regulations of the governor respecting his being always accompanied by an officer, and objected to the limited space allowed him for exercise. His manner was not so abrupt on this occasion, but some unpleasant correspondence took place after the interview, and the following orders were issued:

1. That General Bonaparte should indicate twice daily, to the officer appointed for the purpose, his actual presence at the house either by personal interview or other certain means.

2. All communication between Napoleon's household and the inhabitants of Jamestown was prohibited, except through a person appointed by the governor.

3. That no person should have an interview with Napoleon without the governor's permission.

A proclamation was issued warning the people against conveying any letters to or from members of Napoleon's household, as all correspondence must pass through the governor's hands.

About this time the wife of the governor-general of India stopped at St. Helena, and, in order to gratify her wish to see the wonderful exile, the governor invited Napoleon to dinner at "The Plantation," to which invitation Napoleon gave no reply. The breach continued to widen between the governor and Napoleon, and no improvement took place in their position towards each other. Napoleon was permitted to walk or ride alone or with his staff within an area of about twelve miles in circumference, comprising the Longwood and Deadwood estates; but beyond this limit he was always to be followed by an officer, who was ordered never to lose sight of him for a single instant. The Fifty-third Regiment was encamped on the plain at Deadwood, sentries were posted all around, and signal stations established all over the island, so that every movement was constantly observed and reported to the governor. At night the sentries were drawn in so close that no person could pass between them without being seen, and Napoleon was never allowed to leave the house after nine P.M. without being accompanied by a field-officer. Batteries and forts were built all round the coast, two cruising-vessels of the English navy cruised around the island, starting from Jamestown, every night in opposite directions. A line-of-battle ship lay off Jamestown, with the fastest frigate in the British navy to take Napoleon off in case of an attack by a fleet, and every precaution was taken to render escape impossible.

The expense of Napoleon's household was at first estimated at eight thousand pounds a year, but this was found insufficient and increased to twelve thousand pounds, and even then Napoleon had some of his silver plate broken up and sold, with some display, in order to meet their expenses.

It had been decided to build a more suitable residence, and the necessary framework, prepared in England, arrived in May, 1816. The governor called on Napoleon to ascertain his wishes about the building, but the interview was so unpleasant that he left without having obtained the information; and also without having been able to present an English major-general, whom he had taken with him for that purpose. This was the last interview with the governor. The house was erected, and was fairly suited for the requirements of a large family accustomed to the luxuries and refinements of fortune and rank; but Napoleon never occupied it. He preferred to be considered a martyr, and did not wish any mercy from his enemies. An expensive iron railing was erected around the garden, which was especially disagreeable, and its removal was ordered, but postponed during Napoleon's last illness.

Napoleon did not pass his time in idleness, even when dependent on himself for employment. He usually retired to rest at ten or half-past, and arose, on finding himself refreshed with sleep, without regard to the hour. An hour or so would be passed in dictating portions of his former career to General Montholon or some other attendant general. If the weather permitted, he would walk outside the house for a short time. At ten he breakfasted, either alone or with some one or more of his suite. In the afternoon he read or dictated and often went out riding, his favorite resort being at a spring at the head of the valley, below the western edge of the Longwood plateau. Here he used to sit and read under a willow-tree, and on one occasion is said to have fallen asleep there and to have dreamt that Josephine was lying in front of him at that very spot; so that on awakening he requested that after his death, if they should decide to bury him on the island, he wanted to be buried in that spot until his remains could be taken to France. His daily routine of life was subject to but little variation, and at eight P.M. he usually dined with such members of his suite as had been notified to attend. Games of chess or whist followed, then read-



ing aloud and general conversation until bedtime. The little household observed all the etiquette of an imperial court. Napoleon was exceedingly particular in all the minutiae of the toilet, and was himself scrupulously clean and particular. In the morning he wore a light-colored dressing-gown and loose trousers, after breakfast a green uniform coat, with the ribbon and cross of the Legion of Honor, white breeches, silk stockings, and light thin shoes, and his odd cocked hat across the head.

December 30, 1816, Count Las Cases and his son were deported from Longwood and sent to the Cape, for having tried to send letters to Europe by private conveyance. This attempt was made by a letter in cipher on a piece of white satin which was sewed in the waistcoat of a servant-boy named Scott. The boy got frightened at his dangerous undertaking and told his father, who managed to save his son's life by taking him to the governor and revealing the circumstance. Scott was then sent to Ascension. Napoleon must have felt the departure of Las Cases keenly, but he did not protest against it as much as was expected.

Napoleon's health began to decline in November, 1817, and his gloomy disposition did not encourage his physician in his efforts to cure him. Dr. O'Meara was detailed from the "Northumberland" to attend Napoleon when he first landed, and he became very much attached to his patient. In July, 1818, Dr. O'Meara most unexpectedly received orders, in accordance with instructions from England, that his duties as physician to Napoleon should cease immediately, and that he should leave Longwood without holding any communication with its inmates. The doctor hesitated to comply, but opposition was useless, and, after packing his effects, he had an interview with Napoleon and left. It is said that the doctor had been detected in forwarding correspondence; at all events, he was sent to England and dismissed from the English navy. Dr. O'Meara published an account of Napoleon's exile in "A Voice from St. Helena," in which he justifies his last visit to Napoleon as being absolutely necessary for him to pre-

scribe for his patient. Dr. Verling, a surgeon of the artillery, was appointed to attend Napoleon, but the latter declined to see him, and though he remained an inmate at Longwood for over a year, he never was admitted to an interview with the emperor.

Among other annoyances, Napoleon's little court began to quarrel, and old issues were revived between the Generals Bertrand, Montholon, and Gourgaud. The families of the two first named rarely spoke, and General Gourgaud's dispute almost resulted in a duel with Montholon. In 1818, Gourgaud's position became such that he felt obliged to leave St. Helena. Countess Montholon also left St. Helena in July, 1819, on account of ill health, and her departure affected Napoleon a great deal, because he was much attached to her.

In January, 1819, Napoleon had a serious attack of vertigo, and Dr. Stokoe, surgeon of the ship "*Conqueror*," then at anchor in the roads, was called in, and an application was made that Dr. Stokoe should be appointed permanently, but the admiral would not consent. In September, 1819, a vessel arrived with two priests, appointed by the Pope, and Professor Antommarchi, selected for Napoleon's medical adviser by his uncle, Cardinal Fesch; some other persons destined for subordinate positions in the household arrived at the same time.

Shortly after this a great change came over Napoleon's habits. He began to amuse himself by working in the garden. Here he worked with his own hands, making flower-beds in one part, vegetable garden in another, and embankments. He, however, soon wearied of mere gardening: the little garden mounds changed their character and reflected the ruling passion of the exile, in models of parapets and breastworks, by means of which he explained the theories of attack and defence,—one day he would design and construct a means of defence which should puzzle an invading force most decidedly, and the next he would show how to demolish the works in a very few minutes. He also constructed a fish-pond and irrigating works, and took great delight in the encroach-

ments of cattle upon his vegetable garden. Napoleon was generally pleased to receive visitors, and a great many captains of vessels, passengers, etc., who stopped at St. Helena, were granted permission by the governor to call and pay their respects to the illustrious exile. Notwithstanding the great precautions to prevent his escape, a number of plots are said to have been formed, and one or more are said to have been almost successful. The captain of an American whaler is said to have organized a plot which almost succeeded. He managed to have a boat in readiness at Prosperous Bay, but by some strange fatuity the sentries were doubled at the house that night, and the boat had barely time to get back to the whaler before the cruiser came around and gave chase. There was a Chinaman employed at Longwood, who used to carry some provisions from Jamestown, and who resembled Napoleon in features, stature, and walk to such a remarkable extent that the governor had him sent off the island, for fear that he might exchange clothes and personate Napoleon until he should have effected his escape.

In April, 1821, Napoleon's disease assumed alarming symptoms. Dr. Arnott was called in to consult with Professor Antommarchi, but the illustrious invalid never rallied, and, after a severe struggle, died on the 5th of May, 1821. A gale of wind set in on the day before, which was very violent on the 5th; many trees were blown down,—a most unusual occurrence in St. Helena,—and it is probable the dying man's last moments were influenced by the noise of the storm, which suggested to his fading mind the strife of battle: his last words were "*Tête d'armée.*" A post-mortem examination on the 6th revealed the cause of death to have been from an ulcerated stomach. Napoleon was born on August 15, 1769, and was fifty-one years eight months and twenty days of age when he died. His remains were laid in state and viewed by all the inhabitants of Jamestown, both white and black, the latter holding him in special reverence, chiefly because he had brought about the abolition of slavery on the island of St. Helena. A

plaster of Paris cast of his face was taken, and on the 8th his remains were buried at the head of the valley, which had been his favorite resort. The funeral was conducted with all possible ceremony and military honor, and his coffin was deposited in a vault secured by large blocks of stone, cramped and joined together by bars of iron run with lead.

Napoleon's will was opened on the 12th of May, in which he bequeathed legacies to the amount of six millions of francs to his officers and favorite servants and attendants; and left directions for the disposal of his private domains, which he estimated at two hundred million francs. He also requested in his will that his remains might ultimately be deposited on the banks of the Seine, in the midst of his beloved French people.

Among the curious incidents related by an old inhabitant, from whose account in verse a number of interesting anecdotes have been copied in this article, it is said that when Napoleon was buried the ship "Waterloo" and bark "La Belle Alliance" were both at anchor at Jamestown, and that some of the sailors who assisted at the burial wore the ribbons with the name of their ship, "Waterloo," on their caps.

On May 27, 1821, the Count and Countess Bertrand, Count Montholon, Professor Antommarchi, the priests, and all the persons connected with the late household, left St. Helena in the store-ship "Camel," and the exile of Napoleon became an event of the past.

During the exile the Longwood estate and other properties were, for the time being, leased by the British government; but at the departure of Sir Hudson Lowe in July, 1821, the East India Company resumed control of the island. The Longwood estate then reverted to its original purpose as a country farm, and the house was used as a barn and stable by the company, which use accorded with their ideas of "business" much better than the finer feelings of human culture, which would reverence the abiding-place of one of the world's greatest heroes. In 1834 the island again

came into possession of the British government as a colony of England.

In 1840 the French government applied to Great Britain to sanction the removal of Napoleon's remains to the "Hôtel des Invalides" in Paris, and every preparation was made for conducting the proceedings in a becoming manner.

On the 8th of October the French frigate "*Belle Poule*," commanded by the Prince de Joinville, third son of the King of the French, and corvette "*Favorite*," arrived at St. Helena to take the body to France. A number of other vessels of both the French and English navies had arrived previously. The distinguished French officials were received with royal honors by the military and naval forces of St. Helena. Preparations were then made for the removal of the remains, and at one o'clock on the morning of October 15, 1840, the day on which twenty-five years before Napoleon had arrived at St. Helena, the work of disinterment was commenced. The work was attended with considerable difficulty, owing to the manner in which the tomb was sealed, but at nine A.M. the coffin was raised and removed to a tent, where the remains were identified by Generals Bertrand and Gourgaud, Baron Las Cases, and others who had shared Napoleon's exile, and the body was found to have changed but little since it had been buried twenty years before.

The funeral ceremonies were very imposing, and every mark of respect was paid by the inhabitants and local authorities. The French had made elaborate preparations and brought a magnificent sarcophagus made of ebony, with the word "Napoleon" in gilt letters, to contain the metallic casket with the remains. Minute-guns were fired by the forts and men-of-war during the entire funeral, and the ceremony of high mass was impressively performed by the Abbé Coquereau, when the casket was deposited in a little chapel which was built on the gun-deck of the frigate "*Belle Poule*." This chapel was upholstered with solemn gorgeousness, the sides and ceiling being lined with black velvet, studded with

silver stars, and illuminated with elegant candelabra. Thus every possible honor was rendered to the remains of the late illustrious exiled emperor by the representatives of both governments. October 18 the "*Belle Poule*" and "*Favorite*" sailed for France.

When the Prince de Joinville and the French officers visited Longwood they found the house in a most dilapidated condition. The rooms in which Napoleon had passed about five years of his life were sheds for farming implements, and the apartment in which he died was a mill for threshing or winnowing grain; while cattle-sheds and piggeries made up the remainder of the farming establishment into which Longwood had been converted.

Longwood has always been of the greatest interest to all who have stopped at St. Helena, and in its dilapidated condition it has been visited and worshipped as a holy shrine would be by numbers of French and other visitors. The walls were almost covered by the names and initials of hundreds of visitors, some of whom recorded their opinion of the disgraceful condition of the premises.

In 1858 negotiations were entered into between the French and English governments, which resulted in the cession of the spot on which the tomb is situated and the house of Longwood, with a small portion of ground attached thereto, which became enrolled among the private domains of Napoleon III. The French legislature took charge of the renovation and restoration of the old house at Longwood to its former state,—the new house not being included in the transfer of the property. Measures were also taken for the proper preservation of the tomb. The repairs and renovations were executed in the most faithful manner. Everything was done in order to make the outward appearance of the house conform to the state in which it was when Napoleon occupied it. Patterns of the wall-paper had been preserved and were duplicated in France; but the bedrooms had been covered with yellow nankin to absorb the dampness, and these walls had to be covered with yellow paper to be as near like the nankin as could be imitated.

Ever since then an officer of the French government has been detailed to reside at St. Helena as "Guardian of the Tomb," the present incumbent being Mr. L. D. C. Morilleau, "*Gardien des Domaines de Longwood et du Val Napoleon—St. Helena.*" He resides in the Longwood "New House," and he and his family are exceedingly courteous to all visitors to Longwood. The property belongs to the heirs of Louis Napoleon, and was visited in July, 1880, by his widow, the Empress Eugenie, on her return from a visit to the spot where her son was killed in Zululand, South Africa.

#### A VISIT TO LONGWOOD.

During the "Brooklyn's" stay in port every officer had an opportunity of visiting Longwood; some on foot, some on horseback, and others in carriages, which were hired at reasonable rates in Jamestown. No better idea of the present condition of St. Helena can be given than by a description of one of these trips, which was made with Captain Weaver to visit the former residence and tomb of Napoleon. We obtained a carriage without difficulty, and then rode up the main street to where two streets branch off, one of which leads to the direct road to Longwood, while the other, to the right, is more properly the continuation of the town up the valley. We chose the latter, and our horse was led up the zigzag road on the precipitous side of Ladder Hill. One never drives in Jamestown, but a boy always leads the horse, except in case of a double team, when a postilion rides the nigh horse and guides the other by bridle. English roads are generally excellent, but the zigzags on all the hill-sides of St. Helena called forth decided admiration. The outer edges are protected by stone walls four feet high, which at a distance look like lines of intrenchments.

After a series of windings we reached the top of Ladder Hill, where the road leads by the Ladder Hill fort, now used as the main barracks, with the officers' quarters in the observatory building above on the left. The ride up the steep hill back of the

fort was monotonous, except for the constantly increasing range of vision, behind us to seaward, as the summit was approached. The ground is composed of volcanic ashes and lava, upon which nothing but a hardy species of cactus will grow. The High Knoll, then being converted into a citadel, occupies the extreme summit of the hill, after which our road took us to the right and into the vicinity of "The Plantation." A limited woodland here afforded refreshing shade, and cultivated gardens gave a striking contrast to the dreary waste land through which we had just passed. "The Plantation House" is beautifully situated and admirably adapted for the residence of the governor, for which it was originally built by the East India Company, and is sufficiently described as a comfortable country residence.

Our road then led out to the crest of the hill, from which there were magnificent views of fertile valleys between and among the ravines. The waterfall at the head of the valley was picturesque, and added to the pleasing variety of the ever-changing scenery. Here and there a pheasant broke cover and flew over our heads and inspired a wish for a gun, and the regret that the kind invitation to join a hunting-party (game laws being strictly enforced) with some of St. Helena's hospitable people had been declined. We next found ourselves on the Cabbage-Tree road, which was made shortly before Napoleon's death to extend the limits within which he might ride; and at a certain point called Lover's Leap we obtained a magnificent view of Sandy Bay to the southeast, while on the other hand the valley and harbor of Jamestown were in plain sight to the northwest.

Sandy Bay boasts of some remarkable natural scenery, among which is a peculiar pillar of basaltic rock known as "Lot," who, by the way, our guide informs us, "was no kin to Napoleon." The upper part of this valley is fertile, but beyond that, towards the sea, inaccessible high precipitous ridges with most fantastic outlines of rocks, split up into fissures and gorges, appear as a chaos, reminding one of a first view of the moon through a tele-



scope. Several other quaint, isolated pillars crown the summit of the farthest hill, known as "Lot's Wife" and "Daughters." We then took the road towards Longwood, and stopped at the Traveller's Rest, where old "Tim" came out and suggested refreshments. The sauce of appetite rendered the simple repast of ham and eggs, fresh country bread, and cheese and beer most acceptable.

In a few minutes our carriage took us to Longwood, where we were met by Mr. Morilleau and his charming wife and daughters. We were then conducted into the barren rooms of the old house, each detail of which was carefully explained as already described. The room in which Napoleon died was the main saloon, to which his bed was removed in his last illness; and the exact spot occupied by the bed is now enclosed by a small railing, in the centre of which there is a black pedestal surmounted by a marble bust of the Great Emperor. With the exception of a mirror opposite the bust the rooms used by the illustrious exile are all perfectly bare, and induce something of the feeling of a prisoner's loneliness which must have filled the exile's mind. All the surroundings are kept as nearly like to what they were as possible; but it seems to lack a more fitting monument. In this connection we remember a magnificent work of art in Corcoran's art-gallery at Washington by Venancio Vela, representing the last days of Napoleon at St. Helena. In this the exile is represented as sitting in a chair, supported by pillows and wrapped in the bedclothes, with a map of Europe in his lap. Deep thought is expressed by the sculptured features, and seems concentrated upon his beloved France, as indicated by having his thumb on that portion of the map. This admirable piece of sculpture in pure white marble is a most eloquent memorial, and a fac-simile in Longwood Old House would have a most appropriate site. We saw the fish-pond and garden, and carefully inspected the entire house, after which Mr. Morilleau took us into the billiard-room, where visitors register their names. Our host then invited us to his residence in Longwood New House, which is by far the most substantial and

commodious building on the island. The iron railing to which Napoleon objected still stands, though partly hidden by the bushes. We were entertained by Mr. Morilleau's family, and were shown an elegant pin presented to Mr. Morilleau by the Empress Eugenie with her portrait, when she visited Longwood. With profuse thanks for the kindness shown to us, we bade adieu and drove to Napoleon's Valley, where we visited the tomb.

This spot is kept in excellent order; large flat stone slabs cover the vault, which is enclosed by an iron railing. Flower-beds surround the vault, and large Norway pines cast a sombre shadow on the premises. The famous willow-tree is dead, and nothing but a portion of its decayed trunk now remains.

Our return to town was uneventful, except to bring more forcibly to mind the rapid decay of the resources of the island, especially in the scarcity of trees. The island at one time abounded in forest, but most of the trees have been cut down; their roots supported the soil on the steep hill-sides, which is now being washed away and leaves barren rocks exposed to view.

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## CHAPTER XVI.

The Return to Montevideo from St. Helena—Events of the Voyage—A Visit to Buenos Ayres—Full Description of the City—The Park at Palermo—The Zoological Garden—Amusing Incident at the Races—The Street Railroads in Buenos Ayres—The Argentine Naval Academy—The "Nipsic's" Cruise in the South Atlantic.

WE got under way at St. Helena at daylight, Tuesday, May 6, and all that day were engaged in the turning evolutions for compass observations. Our movements must have appeared very erratic to the people on shore, especially the young ladies who stood on the beach to see us off. Some even are said to have waded out some



"Bonaparte crossed the ocean to  
 repair to his final exile, regardless  
 of that beautiful sky which delighted  
 Columbus, Vasco de Gama, and Camoens.  
 Stretched upon the ship's stern, he per-  
 ceived not that unknown constellations  
 were sparkling over his head. His powerful  
 glance, for the first time, encountered their  
 rays. What to him were stars which he had  
 never seen from his bivouacs, and which had never  
 shone over his empire? Nevertheless, not one of  
 them has failed to fulfil its destiny; one-half of the  
 firmament spread its light over his cradle, the other half  
 was reserved to illuminate his tomb."—CHATEAUBRIAND.

NAPOLÉON'S TOMB, ST. HELENA.



distance, half expecting that when we pointed in towards the land it was our intention to return to port. We, however, continued turning, and after finishing the evolution in the afternoon shaped our course for the mouth of the river Plate.

The "trades" were remarkably light in the immediate vicinity of St. Helena, and instead of blowing a fine steady southeast breeze it often blew in gentle airs from one or two points west of south. The sea was smooth and the weather delightful for the greater part of the time that we were in the trade-wind region. After May 15, when we had reached latitude  $20^{\circ} 38'$  south and longitude  $18^{\circ}$  west, we began to experience northerly winds, which, though light, seemed to be something unusual for the latitudes. Westerly winds prevailed after the 20th of May, and for the week following we were frequently headed off from our course, which was west-southwest true from St. Helena.

The light airs fell to calms, and an occasional shower from passing clouds marked the days we were in the "doldrums." As we approached still nearer the river Plate ominous clouds rose in the southwest, and flashes of lightning reminded us of what to expect from the much-dreaded "pamperos" when we should return to the "Mount."

There was nothing unusual to mark the events of the passage. Whales were frequently in sight, but at those times whalers seemed far away, although there were plenty constantly cruising around in the neighborhood of St. Helena Island. On board ship daily routine drills occupied the attention of the officers and men, and the days passed pleasantly and comfortably with all. Towards the latter part salt provisions began to grow wearisome, and canned meats and vegetables seemed to lose all their virtues. The wind having failed us in a great measure, we again started fires and steamed towards the river, and sighted Point Ignacio at ten A.M., Wednesday, January 4. A fresh breeze was prevailing in the river, the last of a moderate "pampero," which we did not encounter. Lobos Island was duly passed in the afternoon, and

we anchored off Flores Island that night in order to have target-practice next day.

A moderate "pampero" with rough sea prevailed during that night and the next forenoon, so that we did not have the target-practice until the afternoon. Regulation small-arm targets were, however, suspended from the ends of the fore-topmast studding-sail booms, and all the divisions were exercised with the Hotchkiss magazine-rifles. The targets were completely riddled after the firing, notwithstanding the prevalence of the fresh southwest wind. The marines used the converted Springfield rifle. At eleven we got under way and steamed in towards the Mount, which was faintly discerned shortly after we started. The drum beat to general quarters at 12.30, immediately before which a regulation target was dropped from the foreyard arm. The practice commenced at eleven hundred yards range, six shots being allowed for each of the broadside guns of the port battery, and three from the 60-pounder breech-loading rifle on the forecastle. After two rounds had been fired from the broadside battery, we exercised at concentrated firing, all the guns being trained on the target and fired simultaneously at the word of command. The 8-inch rifle was not fired in this exercise, because the allowance of ammunition for target-practice had been expended. After the target-practice was finished the ship was heeled to six degrees to starboard, and the required compass observations were made by steaming in circles for azimuths with the ship heading on different points. These observations occupied considerable time, and it was late when we resumed our course up the river to the anchorage off the town. It was bright moonlight and the wind had died away and left a smooth sea, but the harbor is so frequently blockaded by sunken wrecks that it required careful navigation to take the "Brooklyn" to our anchorage so far within the harbor, especially where the depth of water is scarcely a foot more than the ship's draught.

The "Nipsic" was lying quietly at anchor when we arrived,

but not having received a visit from the health officer, we did not get our long-looked-for mail until the morning. Letters and papers for this ship had been accumulating at Montevideo since last January. It is not necessary to repeat any of the details of the news we received; everything had passed along quietly, and as far as can be ascertained none of this ship's company have received any bad news from home, another of the many causes we have for gratitude in connection with our highly successful cruise to Madagascar and return, in which we have faithfully accomplished the duty assigned to us and have gained some valuable experience so necessary for proficiency in the navy.

We anchored within a few feet of the very spot we left last September, and after having obtained *pratique* from the health officer we received official visits from the commanding officers of the Italian ram "Seylla," the Spanish gunboat "Africa," and the Brazilian gunboat "Parnahyba." The ironclads "Los Andes" and "Sete de Setembro," which we had almost come to believe a part of Montevideo, had left, but in all other respects no change was apparent in the general appearance of the harbor.

During June, 1884, the "Brooklyn" remained at anchor in the harbor of Montevideo. In this period the ship's company had general liberty, and the ship was coaled and provisioned ready for another cruise. The seams of the outside planking were recalced, and the ship put in an excellent condition throughout. The sails had been a weak feature in our equipment, but these were overhauled, and a new main-topsail was made, with which we would have been able to ride out any gale on our Atlantic coast.

In the mean while the officers saw something of their Montevidean friends, and some of these had become very dear. It would be difficult for it to have been otherwise in view of the hospitable manner in which they were received by the excellent citizens. The personal relations of the officers with the good people of Montevideo had been exceedingly pleasant; they could not have been more so if Montevideo were a United States port,

and to leave it without much prospect of a return on this cruise was, to a certain extent, like leaving our own country.

The members of the English Club were especially courteous to all the officers, and in resigning the privileges so hospitably accorded by them, the officers of the "Brooklyn" expressed their most grateful appreciation of this kindness. Mr. William D. Evans proved that he was one of the best of friends, and he constantly did everything in his power for our comfort in a thousand and one little acts of daily solicitude, for which we cannot find words adequate to express our gratitude. Officers and men continually spoke of Mr. Evans's services in the highest terms possible.

#### A TRIP TO BUENOS AYRES.

During the "Brooklyn's" stay at Montevideo several of the officers took advantage of the proximity to Buenos Ayres to visit that city, and the following description of the city, with a brief sketch of the visit by Lieutenant Beehler and Dr. J. M. Steele, will be of interest to the general reader:

Buenos Ayres is situated on the right bank of the river Plate, about ninety miles from Montevideo. It is the capital of the Argentine Republic, and promises to be the future metropolis of South America. It occupies an area of eleven thousand two hundred acres, equal to about seventeen and a half square miles, and in 1882 had a population of two hundred and ninety-five thousand inhabitants. The city is built on a level plain and the streets all cross at right angles, which though narrow in the heart of the city, widen out into handsome avenues in the newer portions. Lines of horse-cars run in almost every street, and at the present time statistics show that there are more miles of street railways in Buenos Ayres than any other city in the world, almost all the cars for which were built in the United States. The streets are for the most part irregularly paved, but Belgian blocks are being laid, and fully twenty-five per cent. of all the street pavements are now paved with these blocks.



The city being the seat of government has a number of fine public buildings in the neighborhood of the Victoria Plaza, besides which the most prominent are as follows: a national university, a museum of natural history, containing many valuable specimens of the fossil remains of some immense prehistoric animals found in this part of the world, a large national library, and various other libraries for the public, a large custom-house, which has cognizance of a trade of over a hundred million dollars annually, a mint, nine market-places, eleven hospitals, five asylums, seven banks, several of which occupy imposing buildings which would be a credit to any city, eight large theatres, a commercial exchange, and a great many fine mercantile houses.

The streets are well lighted by gas furnished by three gas companies. The Brush system of electric lighting is being introduced, and a portion of the principal thoroughfares in the heart of the city is now illuminated by this means. Kerosene lamps are used in the more remote streets. The Roman Catholic religion predominates, and the city is the seat of the archbishopric. The cathedral is an immense building, one of the largest church edifices in America, built in Grecian style, with its façade decorated with an alto-relievo of Joseph embracing his brethren, to commemorate the family compact of Buenos Ayres with the Argentine provinces after the civil wars of 1853-59. There are ten plazas in the city, provided with public fountains and ornamented with shade-trees and flower-gardens. Victoria Plaza now includes that of the 25 de Mayo, from which it was formerly separated by a low arcade called the Recoba Vieja, which has been recently torn down. The centre of the old Victoria Plaza has a small liberty monument to commemorate the independence obtained by the revolution from Spain on May 25, 1810. This monument is built of stucco, and is at present in a very dilapidated condition. The other side of the square has a fine equestrian statue of General Belgrano.

The great resort of the people for recreation is the Parque 3 de

Febren, so named to commemorate the date of the downfall of the Dictator Rosas in 1852. This park was originally laid out by Rosas to form the gardens of his palace at Palermo. The palace building is now used as barracks for one of the Argentine regiments of the line, and fine drives and promenades cover the extensive reservation and give the public access to a fair zoological garden, which is being constantly enlarged.

The houses are built in Spanish style, and in the heart of the city are almost all altos of two and three stories, quite a number of five and six, and nearly all have the usual "patio" (central court). There are several fine hotels and a great many elegant cafés.

The city is chiefly a commercial centre for the distribution of importations from the United States and Europe in exchange for the products of cattle-breeding, the chief source of revenue of the country being wool, hides, tallow, jerked beef, live cattle, skins, etc. There are very few factories, and these are only such as to supply some of the necessities of life, such as flour-mills, bakeries, saddlery- and carriage-shops, all of which are on a small scale. The citizens, commonly called "Portenos," are very enterprising, and, backed by a rich fertile country, are beginning to realize the importance of agriculture and manufacture for the development of the country. Skilled mechanics are very scarce, as exemplified by the fact that the Argentine Navy Department send their chronometers to England to be cleaned and repaired for want of the proper facilities to do so in Buenos Ayres, though there are over a hundred ordinary jewellers and watchmakers in the city.

The city is the terminus of five railroads, and it is now proposed to build a grand central depot near the custom-house, from which trains will leave for all parts of the Argentine Republic. The roads terminating at Buenos Ayres are the Southern, Western, Campana, Ensenada, and Northern. The Western road is in operation to Cordoba, and communication by rail will soon be effected across the Andes from Punta del Negro in the rich min-

ing province of Rioja to Copiapo, Chili. The total number of miles of railroad in the Argentine Republic is now nearly four thousand miles. The fares average about four cents per mile in the province of Buenos Ayres for first class, and three cents second class. In the interior, on the Central Argentine, it is one cent per mile more. The rolling-stock is generally modelled after the European system, but American cars are being introduced and are rapidly taking the place of the others. Some strange combinations are to be found in the arrangements of some of the passenger-cars.

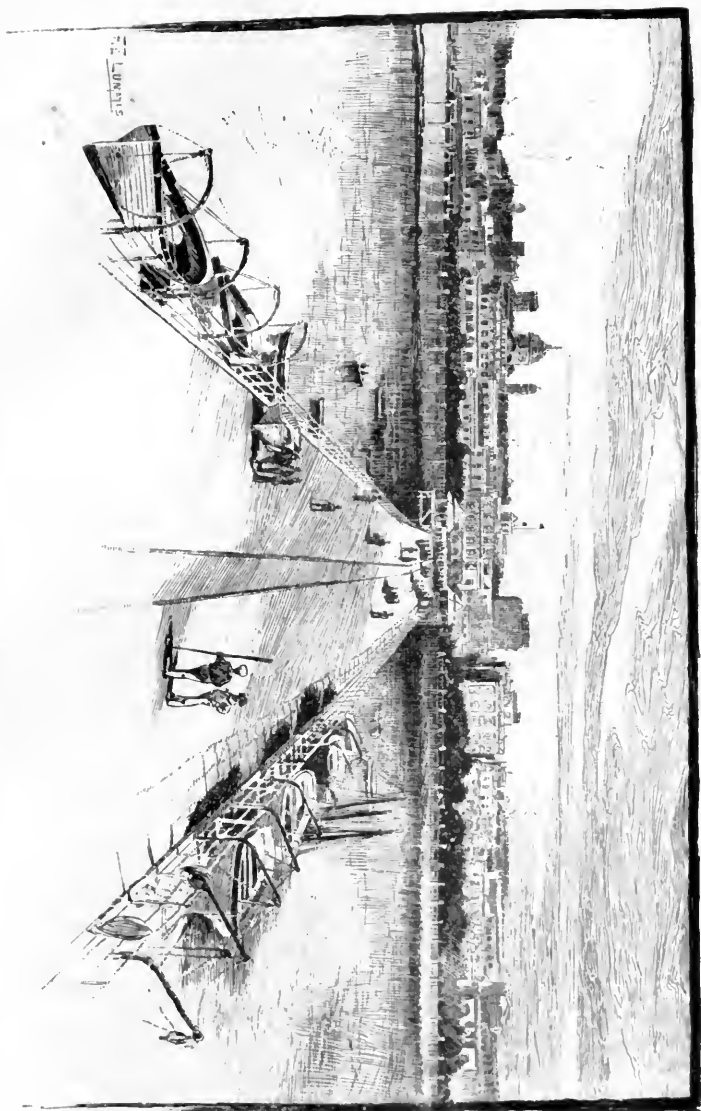
The foreign commerce in 1882 was carried by about ten thousand sailing-vessels of an aggregate of two hundred and eighty thousand tons and three thousand eight hundred and seventy-eight steamers of nine hundred and fifty-five thousand six hundred tons. The domestic commerce is confined to the navigation in the Plate, Parana, and Uruguay Rivers, carried by thirty-six screw-steamers and ten paddle-steamers, two thousand five hundred sailing-vessels, and about twelve hundred smaller boats of from one to six tons. Some of the steamers are nicely fitted, but none compare with the elegant river steamers in our country. Many of the streams of the Argentine Republic are very shallow, and it is strange that none of our flat-bottomed river boats have as yet been introduced, which, according to Mark Twain, are capable of navigating the plains after a heavy dew. The boisterous weather in the river Plate, between Montevideo and Buenos Ayres, is such that staunch sea-going steamers are absolutely necessary.

Until the accession of the present president of the republic, Lieutenant-General Julio A. Roca, the country has been almost constantly involved in domestic strife and revolution; but an era of peace has now dawned, and rapid strides are being made to put the republic on a par with the leading nations of the world. The country is a republic modelled after our own, with one improvement, in that the president is elected for six years instead of four.

Education is felt to be a necessity for all classes, and additional facilities are constantly being provided. In May, 1852, Buenos Ayres had 152 public schools with 19,543 pupils, and 112 private schools with 10,000 pupils. The university has 684 students, the national college 546, and the normal schools 700 boys and girls. These figures illustrate great improvement, from the fact that until within the last twenty years education was confined to the males in the higher classes, and that eighty years ago there were but few women who could read or write. The magnificent steamers which bridge the ocean have made the rest of the world much nearer, and the urbanity and culture of the "Portenos" proves that they have not neglected opportunities of visiting the United States and Europe, and the capital of the Argentine Republic has indeed become a cosmopolitan city.

The press is well represented, and has been exerting its powerful influence for the benefit of the country. In Buenos Ayres alone there are ninety-eight daily papers, periodicals, and divers reviews, of which there are three in English, three in German, three in French, five in Italian, and the rest in Spanish, one of which has a daily circulation of nine thousand copies. The *Buenos Ayres Standard* is a very valuable paper, edited by Mr. Mulhall, from whose valuable works, "The English in South America," "Handbook of the River Plate," and "Dictionary of Statistics," we have compiled much of our information concerning this country.

In our recent visit to Buenos Ayres we took passage in the steamer "Villa de Salto," commanded by an American, Captain Morse, who provided us with a commodious cabin and was especially courteous to us and all the passengers. The fare to Buenos Ayres has been until recently eight dollars, but an opposition line has been established, and round-trip tickets, good for one month, are sold for seven dollars, which includes state-rooms and meals. The steamer left Montevideo at five P.M., and arrived at Buenos Ayres at daylight the next morning. The passengers were, how-



BUENOS AYRES—VIEW FROM THE END OF THE PIER.



ever, not disturbed, and most of them left the steamer about eight A.M. in small boats, which they were obliged to hire to convey them to the landing. The weather was clear and cool, and our first view of the city from the steamer impressed us favorably. Two long piers run out from about the centre of an imposing row of buildings, which, with the domes and spires in the background, demonstrated that we were in the harbor of a large city. Small tugs and lighters were plying to and from the shipping, anchored at considerable distance from the landing, and as our boat took us in we distinguished the custom-house at the end of one of the piers, on the side of which a roadway leading into the water was seen, full of the peculiar carts with wheels from six to ten feet in diameter, some of which we met about a half-mile out in the harbor with nothing but the horses' heads visible above the surface of the water, while the box of the cart was several inches clear above water. These carts were employed to unload lighters, which, owing to the shallowness of the harbor, cannot approach any nearer to the shore. A numerous gang of porters were clamorous for our baggage when we reached the end of the pier, one of whom handed out a brass check (evidence of his being a licensed porter), took charge of our baggage, and conducted us to the hotel. Immediately after breakfast we paid our respects to the United States minister and consul, and then looked up our friends, one of whom—Mr. Gifford—introduced us to the Foreign Residents' Club, where we found every comfort during our visit. Mr. Gifford entertained us in a very hospitable manner, and the next day called for us and took us out to Palermo and the Parque 3 de Febrero. On the way we passed the beautiful grounds called "Alvear's Folly," on account of the great expense entailed in its construction.

We next passed the city water-works, where machinery is employed to force water into large elevated tanks, from which the water-mains are fed to supply all parts of the city, with sufficient pressure for all practical purposes. Buenos Ayres is but little ex-

posed to the ravages of the fire fiend. There are no frame houses, and the large area occupied by a single brick stucco house with central patio is in itself a safeguard against the spread of fire, more especially when most of the houses are of but one story. There is, however, a well-organized fire department, which in some cases has rendered efficient service.

At Palermo the great resort is the drive through the avenue of palms, which borders the Zoological Garden. Here we saw a countless stream of carriages of the latest and most approved styles. Liveried coachmen and footmen were numerous, and though we did not see any four-in-hands nor tandems, yet the general appearance gave evidence of considerable wealth and its attendant luxuries. The monkeys' cage, the lions and serpents, attracted the largest crowd, in which the small boys made themselves a nuisance as usual. A quiet stroll through the garden was very interesting, and the excellent behavior of the people elicited our admiration. Indeed, the quiet, gentlemanly conduct of the masses in public, both in Montevideo and Buenos Ayres, is remarkable, and very different from what would be supposed of communities where revolutions had been so frequent. After passing through the gardens, details of which would require more space than available, we came to a rifle-range, where a gun club had a pigeon-shooting match, which we could only see from a distance. Our kind host then took us back through the southwestern part of the city, and then out to his suburban residence at Flores, where we were most hospitably entertained by his wife and family.

During the rest of the week we were kindly entertained by a number of gentlemen to whom we had personal letters of introduction, which made our visit to the city especially enjoyable. On Tuesday we went out to the races at Lanus by train on the Southern Railroad. The most striking feature of this train consisted of a peculiar arrangement of the cars, which are short and have but four trucks, at least five inches greater in diameter than ours. The seats were permanently arranged facing each other, with a central



aisle, and, though comfortable, were so totally different from any we had seen elsewhere, that we were again reminded of our being in a foreign land.

The race-course at Lanus is some distance from the railroad station, and when the train stopped a great rush was made for six or seven country vehicles drawn up to convey passengers to the races. One large two-wheeled cart was rigged with seats for ten people, and started off with great haste to get in time for the first race, for which our train was late. There was considerable excitement, and just as the train moved on, the shaft of the cart mentioned suddenly broke in two and dumped its unusual load out behind, to the intense amusement of about three hundred people who witnessed the break-down; the occupants of the cart rolled out in the mud, but the laughter of the crowd prevented any expression of indignation, instead of which each and every one picked themselves up and mingled in the crowd to avoid being recognized.

The track was not in very good order, and when we reached the grand stand we found but little enthusiasm among the spectators. The programme called for four races, but there was but one of any interest, in which four horses were entered to run three thousand seven hundred metres, a distance which necessitated going twice around the course. We rather expected some peculiar native arrangement in the details and manner of conducting the races, but from all we could see it is apparent that horse-racing is a newly-imported pastime.

Upon a visit to the Argentine Naval School every attention was shown by the courteous commandant, Commander Bachman, of the Argentine Navy. The school occupies a lot of about two city squares, and is situated in the western part of the city, about a mile back from the river. The school is as yet of very modest pretensions, and is merely intended for an elementary course in the education of cadets and naval apprentices. The distance from the river prevents any naval exercises on the water, to provide which a fac-simile of a full-rigged brig is substituted by poles in

the ground, which are so placed as to answer for the masts and head-booms, fully equipped with yards and the usual rigging, as a regular brig-of-war. A deck and rail are now in course of construction, to render the resemblance more complete and provide for a place for fife-rails, pin-rails, and ports for working guns, that the boys might learn the first principles of seamanship and naval gunnery. There are but thirty-six naval cadets and one hundred apprentices in the school. The former are selected by competitive examination, and hereafter will be sent to England to complete their education. The quarters occupied by the boys are made as much like a ship as possible, and the dormitory is fitted with hooks in beams for hammocks, which are used instead of beds. The stowage of clothing, and in fact all the minor details of the domestic economy, are as much like those on board a man-of-war as possible. The commandant takes a great deal of interest in teaching astronomy and navigation, for which purpose he has a special observatory in one part of the grounds, where the more advanced cadets are taught practical astronomy and its branches.

Our leave of absence expired much sooner than we anticipated, and although we were busy sight-seeing all the time, yet we had to forego the pleasure of visiting many interesting places for want of time. We were delighted with all we saw of the "Portenos;" their energy and enterprise is very much to be admired, and we certainly never met more hospitable people.

#### CRUISE OF THE "NIPSIC."

The U. S. S. "Nipsic," third rate, after completing a three years' cruise on the European Station, returned to New York in March, 1883, and refitted for a three years' cruise on the South Atlantic Station. Commander H. B. Seely retained the command of the vessel, and a new set of officers and crew were ordered, many of whom expected the ship would return to Europe. She refitted at the New York Navy-yard and hauled out and anchored

off the Battery on June 2. June 15 she got under way and steamed out for Rio de Janeiro, with one hundred and sixty men and the following officers :

Commander H. B. Seely.

Lieutenant-Commander G. C. Reiter.

Lieutenants C. H. Arnold, C. A. Clarke, F. H. Tyler, and E. J. Doran.

Ensigns H. W. Harrison, P. L. Drayton, F. Swift, and W. G. Richardson.

Naval Cadets R. B. Higgins, R. W. Barclay, T. L. Chapin, A. C. Alexander, C. T. Webster, and E. S. Glasscock.

Passed Assistant Surgeon Howard P. Smith.

Paymaster H. T. Wright.

Chief Engineer R. B. Hine, Passed Assistant Engineer H. L. Hannum, Assistant Engineer E. H. Scribner.

Second Lieutenant of Marines James A. Turner.

Paymaster's Clerk B. H. Goubleman.

During the passage she experienced very good weather to the line, which was crossed in longitude 31 degrees on the thirty-sixth day out, being July 21. His Majesty Neptune was received on board with great ceremony and issued some very handsome diplomas to the novitiates. After crossing the line she experienced southerly winds, which brought her to leeward of the Rocas and obliged them to lose several days to beat to windward of Cape St. Roque.

On August 6, when about five hundred miles from Cape Frio, she fell in with the Belgian bark "Bougerhout" in distress. Her captain was dying with beriberi, and her mate had died three weeks before, so that there was no one on board capable of navigating the vessel to port. Commander Seely sent medical assistance and three officers, Lieutenant C. A. Clarke and Ensigns F. Swift and W. G. Richardson, to take the bark into Rio. Dr. Smith performed a surgical operation on the captain, and returned to the "Nipsic." The "Bougerhout" was deeply loaded with

three hundred tons of salt at Salt Island, Cape de Verdes, and bound to Rio Grande de Sur, Brazil ; she was short of provisions, and her general condition was deplorable. The chronometer was in charge of the cook and about useless, and the compass so boxed in that the helmsman merely took an occasional glimpse of it, and steered by a star or the sun for the greater part of the time. Lieutenant Clarke and his two officers had to turn to and do most of the work themselves ; the crew was only six men and two boys, and only one could understand English. The captain became delirious and had to be watched. The officers had no accommodations, the rigging and sails were worn out, and the latter required patching, the decks were awash and so slimy that a walk forward was absolutely perilous, and had they experienced a gale their case would have been desperate, while the disease was such that all were afraid of contagion ; yet they made fair progress. On August 10 they sighted Cape Frio, and without encountering bad weather entered Rio and anchored off Fort Villegagnon at nine p.m., August 14, and the next morning got under way and anchored near the "Nipsie," which had arrived four days before. Lieutenant Clarke then turned the vessel over to Mr. Sauwen, the Belgian consul-general, while the master was transferred to the hospital.

On August 10 the "Nipsie" arrived in Rio, having made the passage under sail in fifty-seven days, steam being used the first two days out and one day in the "doldrums." Commander Seely reported to Commodore Phelps by letter from Rio, who directed him to come to Montevideo. The "Nipsie" left Rio on August 24, and arrived at Montevideo on August 30, 1883.

"The 'Nipsie' left Montevideo October 25, 1883, for Buenos Ayres. The trip occupied a week, as each day, except Sunday, there were exercises such as could only be carried on at sea. Target-practice with great guns and small-arms, battalion drills, general and fire quarters, sail and spar drills, each had its turn, and the ship was steamed round in circles, with different angles of

heel, to determine the variations of the compass under these different circumstances. The ship arrived at Buenos Ayres November 1, and anchored in the outer roads. Two days later she went into the Boca del Riachuelo, a small stream which has been dredged out so as to make a safe and convenient harbor for vessels drawing not more than eighteen feet of water. This was found to be a most convenient berth, as, close to the landing, those going on shore could take the horse-cars and in half an hour could be in the centre of the city. After ten days in the 'Boca,' the ship went outside again and remained a week longer, when, on November 21, steam was raised and the ship ran over to Colonia and anchored. The health officer soon came off and took a position to windward of the ship, but would not come on board; the bill of health was sent to him in the dingy. He received it with a pair of tongs and carefully fumigated it, somewhat to the amusement of the lookers-on. The amusement was perceptibly lessened when he announced that the 'Nipsic' would have to ride out a quarantine of ten days. This was absurd, as no epidemic had been known to exist at Buenos Ayres; but as no modification of this edict could be obtained, Commander Seely determined not to remain there, and on the following morning the anchor was weighed and the ship went to Montevideo, arriving on the evening of the same day. During the trip down 10.2 knots per hour were averaged for six consecutive hours, under steam alone, and using two-thirds boiler-power, which was considered good performance.

"The 'Nipsic' remained at Montevideo until January 5, when Commander Seely, having received orders from the Navy Department to determine astronomically, as exactly as possible, the true latitude and longitude of the custom-house at Ensenada, Argentine Republic, the ship sailed on that errand, and on the evening of the same day anchored in the river. The next day being Sunday was observed as a day of rest. On Monday, January 7, she steamed to Buenos Ayres for the purpose of getting rates for the

ship's chronometers by telegraphic comparisons of time with the Argentine National Observatory at Cordoba. Through the good offices of General Osborne, the United States minister to the Argentine Republic, the government line of telegraph to Cordoba was placed at the disposal of Lieutenant C. H. Arnold, who, under Commander Seely's direction, was to do the work of determining anew the position of the Ensenada custom-house. But the line was seldom in working order, and several weeks elapsed before a sufficient number of satisfactory comparisons could be had. In the mean time, however, Commander Seely obtained and forwarded to the Navy Department much valuable hydrographic and other information. The ship being again anchored in the Boca, access to the shore was easy, and many availed themselves of the fine opportunity offered of seeing a good deal of the large and magnificent capital of the Argentine Republic, and of its energetic, enterprising, and intelligent people. The officers were the recipients of many kind attentions from the United States minister, General Osborne, from the consul, Mr. E. T. Baker, and his charming and hospitable family, and from many others of the foreign residents. Washington's birthday was celebrated on board by dressing the ship, and by an afternoon lunch and hop given to the American residents by the captain and officers. The weather was all that could be desired, and the company assembled was of the pleasantest kind. It was long since an American war-ship had come to an anchorage where they could visit her conveniently, and without running the risk of being detained on board several days by bad weather. The Boca was found to be an unusually healthy place, as the sick list was entirely clean during the greater part of the 'Nipsic's' stay there.

"During the ship's stay in Buenos Ayres Chief Engineer Hine, Lieutenant Clark, Ensign Drayton, and Naval Cadet Chapin, desiring to see something of the interior of the country, received a week's leave of absence, and went by the Southern Railway to

Tandil, some two hundred and forty miles to the south of Buenos Ayres. For two hundred and thirty miles the road runs over the level, treeless pampas, on which graze countless herds of horses, sheep, and cattle, and which is teeming with game. Tandil is situated at the base of some low granite hills, on the top of one of which is the great 'lion' of the province, the Moving Stone, a mass of granite weighing about two hundred tons, so accurately balanced on a very small base that a man can easily move it, and set it oscillating through a small arc. The party had a very enjoyable little tour, and the sportsmen among them bagged plenty of game. They returned greatly impressed with the magnitude of the natural resources of the country, resources as yet almost untouched, but which may yet make the valley of the Rio de la Plata one of the wealthiest regions in the world.

"The 'Nipsic' remained in Buenos Ayres until after Carnival. This feast was celebrated with great spirit. For three nights the two principal streets were brilliantly illuminated, and were filled with masquers on foot, on horseback, and in carriages. Armed with a plentiful supply of 'pomitos' they waged a wet warfare with the spectators on the sidewalks and on the balconies.

"On March 2 the 'Nipsic's' smoke-pipe went up again, and she steamed to Punta Lara, which place was reached in a few hours. The necessary instruments were landed, and in a few days a sufficient number of satisfactory observations had been made to determine the position desired. March 9 the ship returned to Montevideo, where she remained until the 26th of the same month, when, after filling up with coal, she started for Bahia Blanca. The trip was made under steam alone in a little more than three days, the weather being very wet and disagreeable. As Bahia Blanca had just been visited by a freshet, which inundated everything in that part of the country, drowning thousands of sheep, the shore was not at all attractive, especially as the town is some miles from the landing. At the landing is the terminus of the Southern Railway, and we found there a very fine iron

wharf under construction by the engineers of the company. Mr. Gordon, the engineer in charge, who had his family with him, gave a dinner party to the captain and several of the officers. The ship was anchored in a small river, with low marshy banks. On one of these a target was erected, and the crew exercised at target-practice. The officers had some practice also.

"The 'Nipsic' left Babia Blanca April 10, and arrived at Maldonado on the 13th, steaming all the way. The night after her arrival it blew pretty hard, and the ship dragged her anchors some distance. Next morning she shifted her anchorage and moored. At Maldonado the ship's battalion was landed on the island several times, and exercised in drill and target-practice. Wild rabbits are plentiful on the island, and the sportsmen of the ship shot some of them, besides finding good duck- and partridge-shooting on the mainland. There was good fishing in the bay, and an abundance of fine fish was caught every fine day during the stay of the ship.

"On the 22d of April the 'Nipsic' left Maldonado, and arrived at Montevideo the following morning, where she remained until after the arrival of the flag-ship 'Brooklyn' from St. Helena. During the absence of the flag-ship the general health of the 'Nipsic' had been excellent. One change only took place among her officers. The 'Pinta' touched at Montevideo on her way to the Pacific, and as her engineer had been sent home sick from Barbadoes, Commander Seely, instructed by the Navy Department, transferred Passed Assistant Engineer J. L. Hannum to her. Mr. Hannum's detachment was a disappointment to him, and his departure was regretted by his messmates."

On June 19, the "Nipsic" sailed from Montevideo for Rio de Janeiro, where she arrived on June 26, 1884, and remained until after the departure of the "Brooklyn" for the United States.



## CHAPTER XVII.

Description of the Bay and City of Rio de Janeiro—A Brief Summary of the History of Brazil—The “Brooklyn’s” Pets—The Homeward-Bound Voyage of the “Brooklyn” and Safe Arrival at New York—A Synopsis of the Cruise and Track Chart.

## RIO DE JANEIRO.

POETS, painters, and travellers have joined in the praises of this magnificent bay, and no one can approach it without being filled with admiration for its beautiful scenery. Small islets at its portals, the sleeping giant outlined by the summit of the hills to the southward, the imposing barren Sugar-Loaf Mountain on one side, and the frowning fortress of Santa Cruz on the other, all seem to be guardians of still further bounties of nature within; and, as one passes inside the entrance, the reality exceeds the most extravagant anticipations.

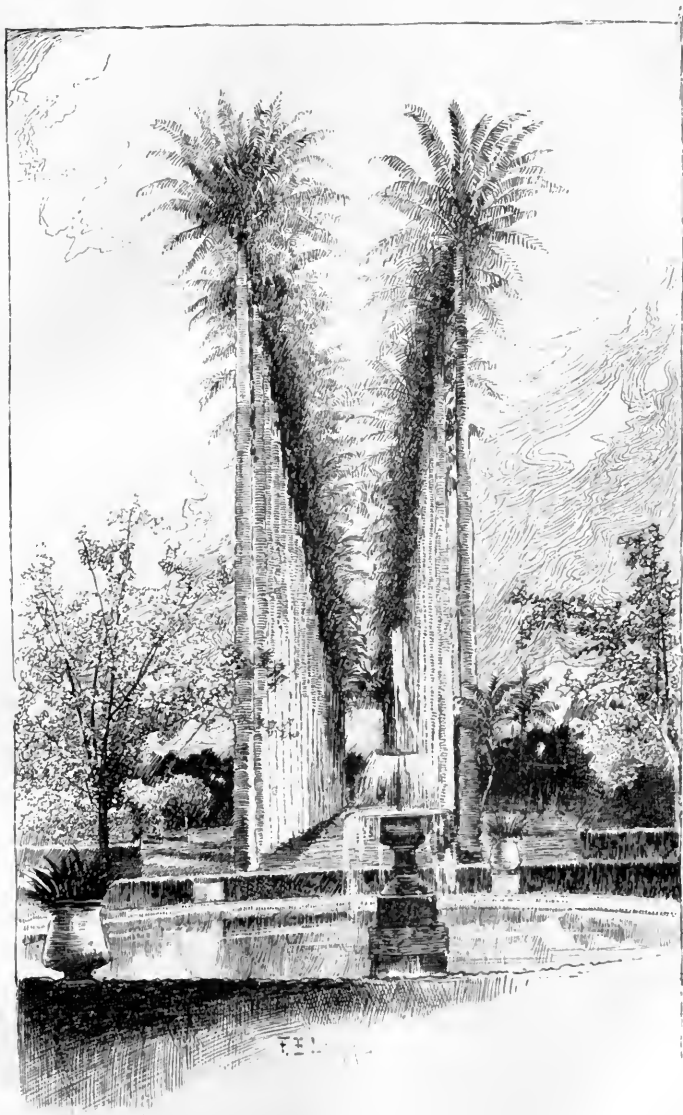
Rio Bay is an irregular basin extending sixteen miles northward from the entrance, with widths varying between two and eight miles. Numerous islands are scattered in all directions about the bay, and these, together with the surrounding country, the mountains and picturesque valleys, present varied and strikingly beautiful views in every direction. One never wearies of this scenery, and no matter how frequently examined, some new beauty is discovered and its freshness is always felt.

The entrance is about fifteen hundred yards wide between Fort Santa Cruz and Fort Sao Joao on the opposite side; but this is contracted to about one thousand yards by the rocks of Fort Lage. Just within the bay two arms branch off on each side, one forming the bay of Botafogo, and the other that of Jurujuba, flanked by a high little islet crowned with the fort and chapel of “Our Lady

of Good Voyages." The beautiful shores then invite more careful study of their details, as they come out to view in the course up the bay.

On the left the mountain range is marked by a series of prominent peaks, which are named from their shape, though the points of view from which they are seen considerably vary the resemblance to the objects from which they are named. The Gavea—meaning a topsail of a ship—is two thousand five hundred and seventy-five feet high, Corcovado—the Humpback—two thousand two hundred and seventy-two feet, and Tijuca three thousand four hundred and forty-seven feet. The latter is also called the "Parrot's Beak," but this name is not general. Looking around to the westward, the Organ Mountains are seen on a clear day, the most prominent point of which is called "El Dedo de Deus," the finger of God. Around to the right the north shore is not so mountainous, but is undulating and varied with such natural scenery that no points of the bay are without interest for the spectator. The bay is unrivalled in the world. That of Naples is often mentioned in comparison, but the proximity of the bold peaks at Rio, covered with the richest tropical verdure, stately palms, and every variety of tree and flower, must excel that of the distant flame and smoke of the dreadful volcano at Naples. The city of Rio, with its palaces, houses, churches, convents, and public buildings, then comes out to view from on and behind numerous hills and the valleys along the southern shore, while fleets of men-of-war, steamers, and sailing-vessels announce the importance and wealth of this great commercial emporium.

Rio de Janeiro was discovered on the 1st of January, 1502, by the Portuguese navigator Andre Goncalvez, who supposed the bay to be a river, and from this circumstance and the date named it the River of January, which name in Portuguese it still bears. Some chroniclers state that the natives called the bay Guanabara, and others Nytero, but these names are now only used to designate certain localities within the bay. Solis, Magellan, Sebastian



THE AVENUE OF PALMS IN THE BOTANICAL GARDENS AT RIO DE JANEIRO.



Cabot, and other early navigators visited Rio, but the first European settlement was founded by Nicolas Dumand Villegaignon with a colony of French Huguenots, which sailed from France in two armed vessels, and which arrived at Rio on the 10th of November, 1555. The French colonists disembarked on the Lage Rocks, which they attempted to fortify, but subsequently removed farther in bay to the island now known as Villegaignon. In March, 1557, the colonists were reinforced by Count Le Bois with three hundred persons in three fine armed vessels. Two Calvinist divines accompanied this expedition, one of whom, Jean de Lery, published at Rochelle, in 1578, the first notices of a voyage in Brazil. This still exists as a reliable record of the manners and customs of the aborigines at the time of the first European settlement. The French colonists prospered in their new home, and won the affection and friendship of the surrounding Indian tribes.

Villegaignon was a Knight of Malta, and had induced the Huguenots to join him in his proposal to establish an "Antarctic France" in order to gain the support of the French crown. But after the arrival of the first reinforcement he pretended to return to his old faith, and commenced a persecution of the Protestants in the colony, a number of whom were compelled to return to France. Villegaignon shortly afterwards went to France himself for reinforcements for the colony, but the French king was too much occupied with the civil war then existing to give heed to his appeal; and his treatment of the Protestants had forfeited Coligny's favor, so that he failed to obtain the aid he sought.

In the mean time the Portuguese claimed the territory by virtue of the discovery of the country by Portuguese navigators, some of whom had founded other colonies in Brazil, the most important of which were founded in 1535 at Pernambuco and Bahia. Bahia became the seat of government in 1549, in which year the first governor-general—Thomas de Souza—arrived from Portugal with the first Jesuit missionaries, whose remarkable labors among the South American Indians contributed immensely in overcoming

their hostility to the struggling settlers. In 1560 the Portuguese, under Mendo de Sa, attacked the French at Fort Coligny, now known as Villegaignon, and destroyed it, but were unable to expel the French from the bay of Rio de Janeiro. The Portuguese then withdrew, and several years afterwards returned with large reinforcements, with Indian allies, under command of Estacio de Sa, who captured a fort near the base of the Sugar-Loaf, and on the 20th of January, 1567, drove the French out of Rio de Janeiro. Immediately after this, De Sa laid out a city on the western shores of the bay, which, in honor of its being San Sebastian's day, he called the city of Sao Sebastiao de Rio de Janeiro, though the last name is generally used alone.

The history of the colony for the first one hundred years is that of exterminating wars against the Indians and wild schemes of the gold-hunters and explorers in search of the El Dorado, which produced civil dissensions among the colonists, oppression, and assassination. In 1710 the French, under Duclerc, landed at Guaratiba and marched upon Rio de Janeiro, but were all captured by the Portuguese in a mill, which they surrounded and threatened to burn unless the French came out and surrendered. In the following year the French admiral, Duguay Trouin, arrived at Rio de Janeiro with a large force of four thousand five hundred men, with which he captured and held the city in revenge for the cowardly assassination of Captain Duclerc in his prison, shortly after his surrender. The admiral, however, accepted a ransom and abandoned the bay.

The colony of Brazil thereafter prospered in spite of mismanagement, the hostility of neighboring states of the river Plate, invasions by the Dutch in the north, and depredations by English and French corsairs, which infested the seas at this period. The natives were troublesome, but the gold-hunters were indefatigable, and in 1729 one of these, Antonio du Fonseca Loba, found the first Brazilian diamond in the Sierra de Fria.

In 1763 the capital of Brazil was transferred from Bahia to

Rio de Janeiro, which became the seat of government of the viceroys of Portugal. The more substantial improvements of the city were then undertaken. The streets were paved and lighted, and the great aqueduct which spans the Rua dos Arcos was then constructed to supply the city with water from the famous Carioca Springs on Mount Theresa.

No hostile fleet has ever entered the bay of Rio de Janeiro since the departure of the French fleet under Duguay Trouin; and the growth of the city has been uninterrupted up to the present time. In November, 1807, the Continental wars of Napoleon compelled the prince regent to abandon Lisbon and remove the capital of the kingdom to Rio de Janeiro. The prince regent embarked with the royal family and a large number of the Portuguese nobility, and, under convoy of the British fleet, sailed for Brazil. A storm scattered the fleet, but all at length reached Rio safely on the 7th of March, 1808. The people received the prince with the greatest manifestations of joy, and a new era opened for the flourishing colony. Under the influence of England free trade was established, and the influx of foreigners had a most beneficial effect upon the commerce of the country. The customs of Europe were introduced, court ceremonies made the city like a European capital, and this spread from town to town, and the whole face of the country underwent great and rapid changes.

Under these circumstances Brazil could no longer remain a mere colony, and in December, 1815, a decree was promulgated which declared the country an integral part of the united kingdom of Portugal, Algarves, and Brazil. This event was scarcely consummated when the queen—Donna Maria I.—died. She was the mother of the prince regent, and the latter succeeded to the throne as King John VI. The ceremonies of his coronation were celebrated with great magnificence in the palace square at Rio on February 5, 1818. The satisfaction which the Brazilians felt in the elevation of their country to a position equal to that of Por-

tugal was weakened by the presence of the great number of adventurers among the Portuguese courtiers, who sought to monopolize all the honors and offices of the state to the exclusion of native Brazilians. The bitter animosity between the courtiers and native Brazilians provoked strong jealousies and mistrust, and manifested itself in revolutions and mutinies in different parts of the state, which were all put down by the Portuguese troops. The revolution in Portugal, in 1821, in favor of a constitution, was also successful in Brazil; and these events compelled King John VI. to return to Portugal and leave his son Dom Pedro as prince regent and lieutenant to the king. The young prince was but twenty-three years old, but had passed the greater part of his life among the Brazilians, with whom he sympathized against the older Portuguese nobility, most of whom returned to Portugal with his father the king. The Cortes of Portugal then ordered the prince to return to that country, and in a spirit of jealousy against Brazil, endeavored to reduce that country back to her former colonial dependence. These measures caused violent opposition in Brazil, the people persuaded the popular prince to stay with them, and on the 7th of September, 1822, the prince declared for independence or death. He then hastened from the city of San Paulo, where he had proclaimed his independence, to Rio de Janeiro, and the enthusiasm in his favor knew no bounds. The municipality of the capital issued a proclamation, declaring it to be the manifest wish of the people to proclaim Dom Pedro the Constitutional Emperor and Perpetual Defender of Brazil. The coronation then took place on the 12th of October, 1822, in the Campo Santa Anna, in the presence of an immense concourse of people.

The Brazilian revolution was comparatively a bloodless one. Portugal made nothing like a systematic and persevering effort to maintain her ascendancy over her long depressed but rebellious colony. The insulting measures of the Portuguese Cortes amounted to nothing. Their troops retained possession of Bahia and other



parts for some time, but all were finally compelled to abandon Brazil to her own control. This revolution was so little contested and so rapid that the independence of Brazil was acknowledged by the court at Lisbon in less than three years after the first proclamation on 7th of September, 1822.

Notwithstanding the popularity of the Emperor Dom Pedro I., there was considerable opposition to his ministers, and in a year after his coronation he marched to the capital at the head of his cavalry, and ordered the dissolution of the parliament. A new assembly was convoked and a new constitution formed, which was accepted and sworn to on the 25th of March, 1824, by the emperor and other authorities and the people throughout the empire. This constitution is, for an imperial hereditary monarchy, one of the most liberal of such documents. The following are some of the most important features: The government is a constitutional, hereditary, and representative monarchy. The religion is Roman Catholic, but all are tolerated. The judicial proceedings are public, there is the right to habeas corpus and trial by jury. The Congress is composed of Senators, elected for life, and Representatives for the term of four years. The presidents of the provinces are appointed by the emperor, and each province has its own legislature.

The administration of Dom Pedro I. continued about ten years, during which time the country made unquestionably greater progress than in the three centuries before that time. Dom Pedro wavered in his admiration for the representative form of government. He began to favor the cultured Portuguese, and he, himself, continually interfered in the affairs of Portugal. He instituted a secret cabinet, and by apparently excluding native Brazilians, for whom he formerly had such preference, from the highest offices, incurred their opposition. After various popular agitations, which had the continual effect of widening the breach, a mob assembled at Rio and demanded the dismissal of the new ministry and the reinstatement of some who had been dismissed

on that morning,—April 6, 1831. The emperor refused to consent to the dictation of the mob. The troops sided with the mob, and finally he yielded to the circumstances and abdicated in favor of his son, Dom Pedro II. The next day he went on board the English corvette "Volage" and sailed for Europe.

Dom Pedro II. was not six years old when his father abdicated the throne, but nevertheless he was borne in triumph to the city, and the ceremony of his acclamation as emperor was performed with great enthusiasm. The Assembly elected a permanent regency to administer the government during the minority of young Dom Pedro II.; but during the following nine years the regency was often changed by party strife, and in 1840 it was abolished altogether; so that, when the emperor was but fifteen years old, they declared his minority expired and elevated him at once to the full possession of his throne. Great excitement prevailed at Rio in consequence; the personal popularity of the young sovereign was overwhelming, and the enthusiasm in his favor has never waned. The reign of Dom Pedro II. has been marked by a continually improving prosperity of the country. He was married to Donna Theresa, the sister of the king of the Two Sicilies, who arrived at Rio on the 3d of September, 1843. The emperor is himself a man of talent, and is distinguished for his scientific attainments as a chemist, a topographical engineer, and a linguist. Some of his admirers claim that he can speak three different languages fluently, and is well acquainted with every European tongue. He encourages every branch of useful industry, and habitually visits the proprietors of stores and tries to stimulate the Brazilians to compete in commercial and business enterprises with foreigners. He is a zealous advocate of education, and devotes a great deal of his time and fortune for the culture of the young. He is a great admirer of the United States and our institutions, and invariably praises the United States Naval Academy whenever opportunity presents. He visited the Centennial Exhibition at Philadelphia in 1876, and his high character and personal attainments have

won for him the corresponding respect and admiration of our own people.

The most notable events in this reign have been the downfall of Rosas in the Argentine Confederation, in 1852, and the war with Paraguay, in 1865-71, in which Brazil took a prominent part and was victorious. The slave-trade was abolished in 1850, but slavery still exists in Brazil, and the efforts of the abolitionists are so bitterly opposed by the slaveholders that the situation is extremely critical at present.

The city of Rio de Janeiro contains about four hundred and fifty thousand inhabitants. It is, with a few neighboring communes, a separate municipality, under the immediate government of the executive and legislative authorities of the empire similar to Washington in the District of Columbia. The city is built on a narrow undulating plain, extending six miles along the western shore of the bay, and back and over the hills in a picturesque manner. The palace square with the imperial palace, the agricultural building, and the imperial chapel occupy the most prominent central site viewed from the man-of-war anchorage. The streets are very narrow in the older portions of the city, so much so that vehicles are required to go in the same direction in the same street; alternate streets are designated by sign for opposite routes. The Rua Ouvidor is the main business thoroughfare for retail dealers. It is so narrow and so much frequented that no vehicles are allowed in the street at any time except after ten o'clock at night. The houses are usually devoid of architectural beauty and generally have but one or two stories. Balconies are almost universal in those of two stories, and long green Venetian blinds hang down over these and give a striking peculiarity to the appearance of the more crowded portions of the city. There are a great many lines of street-cars, which are called "Bonds" by the citizens. This peculiar name originated from the coincidence that the government negotiated a treasury loan the same time that the street railways were opened for the people. The conductors of the cars gave

tickets upon the receipt of the fares, which were jokingly called "bonds," and from this circumstance all street-cars have been called bonds ever since.

The custom-house is admirably situated on the sides of a rectangular basin, and is well supplied with steam-cranes, railways, and ample facilities for the transportation, inspection, and storage of goods. The new post-office is a very handsome modern granite building. Among the other most notable buildings there are the palaces of the imperial family, the mint, the academy of arts and sciences, the railroad depot, two large hospitals, twenty-four churches, some of which are very large and handsome, the Jesuit college, Benedictine monastery, four convents, the national library, the museum, the casino, ten theatres, and a host of corporated and private institutions too numerous to mention. Public squares abound in all parts of the city, and the Botanical Gardens in the suburbs are celebrated for the imposing avenues of stately palms. Rare specimens of tropical plants also abound.

There are a number of monuments in the public parks,—one, a very handsome bronze equestrian statue of Dom Pedro I., the granite pedestal of which is ornamented by four handsome female Indian statues at the corners, emblematic of the four great rivers of the empire. It would require a volume to do justice to all the public works, the forts and arsenals, the complete system for disinfecting sewers, the pavement and lighting of the streets, and other details.

The city is, however, only a commercial emporium. There are no factories worth mentioning, and its great wealth is almost entirely due to the exportation of coffee. Gold and diamonds are extensively mined in the neighboring province. The bay is traversed by a number of ferries, among which there are six steamers like the New York ferry-boats. The commerce of the port is carried by twenty-two steamship companies and fleets of sailing-vessels, while three railroad lines drain the neighboring country. Travelers are constantly arriving, but, notwithstanding a large floating

population, the hotel accommodation is miserable, though the cafés and restaurants are very good. The markets at Rio are well supplied with fruit, but a great many necessities are imported from abroad,—potatoes, butter, and flour. The climate is tropical, and in the summer—from December to March—there is always more or less yellow fever, though consumption is by far the most fatal and general disease.

#### THE "BROOKLYN'S" PETS.

In the variety and assortment of pets the "Brooklyn" has probably never been surpassed, and their presence contributed much from time to time to the amusement of the officers and crew. Upon leaving New York, two cats and a mocking-bird enjoyed the comforts of the captain's cabin, but nevertheless soon came to an untimely end: one cat and the bird died, and the other cat had a fight with two Montevideo cats, during which he broke his neck by falling off the roof of Mr. Evans's store, where he had been sent for safe-keeping. Captain Weaver's parrots next appeared, the first of which was accidentally dropped into the sea, cage and all, and drowned. A gray parrot from the west coast of Africa proved a remarkably intelligent bird, and imitated the orderly's knock on the cabin door and then said "Come in" in the most natural manner, and would frequently shout "Strike eight bells," "Call the watch," with all the expressive emphasis of the tired watch officer anxious for his relief. Captain Weaver became especially attached to this bird, which learned to repeat whole sentences calculated to be especially gratifying to the captain's children. The latter did not enjoy this, because the poor bird was taken sick and died shortly before our departure from Rio.

On the Transit of Venus expedition a number of pets were brought on board, a young guanaco being of all the most conspicuous. This was a beautiful animal; its lustrous eyes were so expressive of gentleness it seemed a pity to keep it in captivity. The men tried every means to tame it, but it died before it be-

came accustomed to its unnatural surroundings. A lot of young ostriches lived on the forecastle for some weeks; they astonished all by their voracious appetites, but died from undigested copper tacks. Several penguins were captured, but died before they were tamed.

In the Madagascar cruise the greatest variety of pets was collected. The peculiar animals of that country were specially interesting,—lemurs, Madagascar cats, a hedgehog, and a number of mongooses were on board; two of the latter, owned by Lieutenant Phelps, were really beautiful, and their death was felt to be a great loss. Sixteen African monkeys, of different species, found a temporary home on board the "Brooklyn," some of which survived the cruise. Of the monkeys, details are too numerous to attempt a description. The largest of these was May-Junga, named from Mojanga in Madagascar, where it was given to Captain Fagan. This monkey stood about three and a half feet high; it was very good-natured, and was secured by a heavy chain, notwithstanding which she frequently broke adrift, and the efforts to capture her in the rigging and in different parts of the ship created a great deal of fun. An American circus company arrived at Rio about this time, and May-Junga is now one of the attractions on the bills. At Cape Town a chameleon was one of the steerage pets; this strange creature, called "Dick," was fed with flies, and after getting remarkably fat, one day gave birth to eleven young chameleons, but all died shortly after. At St. Helena a "parrot" fever raged, and gray African parrots were bought for about fifteen dollars; forty-one were on board at one time. Two large geometrical tortoises from Madagascar, belonging to Captain Weaver, were brought for the Boston Society of Natural History.

Preparations for the final departure from Montevideo were completed late Saturday evening, July 12, and the next day afforded the last opportunity to bid adieu to our friends in the city, some

of whom were especially anxious for us to remain at least one day more to participate in the festivities of the French national holiday,—the anniversary of the storming of the Bastille. At 11.50 A.M., Monday, July 14, we got under way and began the first part of our voyage homeward-bound, under the most promising circumstances, with every detail of the ship's equipment and machinery in thorough order.

We steamed direct for Rio de Janeiro, and experienced fine weather, with smooth sea and very light head-winds. During this passage we had general quarters at night—"lash and carry"—several times, and other drills and exercises as per routine. We sighted the reflection of the electric light on Raza Island, off the entrance of Rio de Janeiro, at 8.20 P.M., July 20, at a distance of thirty-eight miles, and the light itself was first seen at ten o'clock, twenty-nine miles distant. We steamed up the beautiful bay early Monday morning, and came to anchor in the man-of-war anchorage at 9.25 A.M. The trip from Montevideo thus occupied six days and twenty-three hours, while the distance actually sailed was 1084.6 miles.

We found the "Nipsic" and a number of men-of-war at anchor in the harbor, and immediately after the health officer's visit we received our mail, in which the admiral received instructions to proceed home in the "Brooklyn" as soon as the United States naval storehouse was disposed of. The news was immediately communicated to the officers, and Dennis Twiggs passed word—after the shrill pipe to attention—"D'ye hear there? the ship is under orders for home!" No words can express the thrill of joy that ran through the ship's company. Three rousing cheers spontaneously burst forth and gave vent to our feelings.

The disposal of the naval storehouse had been decided upon some time previously, and the "Nipsic" was sent to Rio de Janeiro in the latter part of June to survey the stores and get everything ready for the sale. We expected to be able to accomplish this in a very short time, but after the inventory was taken

the law required the sale to be advertised for four weeks, which detained us.

In the mean time the customary salutes were exchanged with the Brazilians and the usual visits paid to the authorities. On the 5th of August Admiral Phelps, Captain Weaver, Paymaster Wright, Lieutenants Beehler and Phelps, Captain Fagan, U.S.M.C., and Ensign Ripley, accompanied by Mr. Trail, acting chargé d'affaires in the absence of Minister Osborne, went to the imperial palace at San Christovao and were presented to the Emperor Dom Pedro II. and the empress. The visit was very ceremonious, and was simply an occasion for the interchange of the expressions of friendship and amity existing between the United States and Brazil.

While we were at Rio our minister to Uruguay—the Hon. William Williams—arrived *en route* to the United States. He was cordially received by the officers, and was their guest for one night. Mr. Williams was nominated for Congress by acclamation in his district in Indiana, and left Rio in the American steamer "Finance." The diplomatic corps at Rio went on board the "Finance," and subsequently visited the "Brooklyn." When the "Finance" started down the bay we fired a salute of fifteen guns, while the band played the "Star-Spangled Banner," "Home, Sweet Home," and other airs.

Senhor Roberto Grey, the well-known Rio auctioneer, conducted the sale of the stores, under the direction of Paymaster J. R. Martin, United States Navy, who had charge of the United States naval storehouse at Rio de Janeiro. Ensign C. S. Ripley, the admiral's aide, witnessed the sale on the part of the admiral. The auction took place in the city, where samples of the different articles from the storehouse on Vianna Island had been collected. These stores had deteriorated very much from climatic causes, and, as they had been exposed to yellow fever germs, commanding officers of naval vessels would not take them on board their ships for fear of introducing yellow fever. These reasons induced the



Navy Department to discontinue the storehouse, and it was a very agreeable surprise that the sum of thirty thousand milreis, or twelve thousand dollars, was realized from the auction, which took place on the 21st of August. The American firm of G. F. Bassett & Co. bought several lots of the stores, which were in prime condition; the bulk of the inferior damaged goods was "knocked down" to Brazilian firms and speculators.

The money was duly paid and the whole affair settled by August 30, and preparations were made for our departure for New York on the following Monday, September 1. The "Nipsic" was thus left alone on the station. Naval Cadets Webster and Alexander were transferred back again to the "Nipsic," with twelve of our marines, who had been with us all the cruise.

At 9.45 A.M., Monday, September 1, the boatswain and his mates called all hands "Up anchor for home," and all went to their stations with great alacrity. We got under way under steam and stood down the bay. As we passed the "Nipsic" her crew manned the rigging and gave us the parting cheer, which we answered most vociferously. The air was filled with caps, which were dropped into the sea astern accompanied by three Jonahs, which were thrown from our fore-, main-, and mizzen-tops.

We had a deck-load of fifty tons of coal, and continued under steam until September 6, when we got the southeast trades. From this time on the passage was remarkably fine. After the deck-load of coal was consumed we proceeded under sail alone, until we reached the equatorial belt of calms, when we started fires and steamed from latitude 7° north longitude 44° west, to 10° 30' north and 50° west, a distance of about three hundred and thirty miles, when we got the northeast trades, which we carried up to their extreme northern limit. We again got up steam at eleven o'clock, October 4, when six hundred and seventy miles from Sandy Hook, and steamed direct to our anchorage off the navy-yard at Brooklyn, where the "Brooklyn" arrived at three P.M., October 8, 1884.

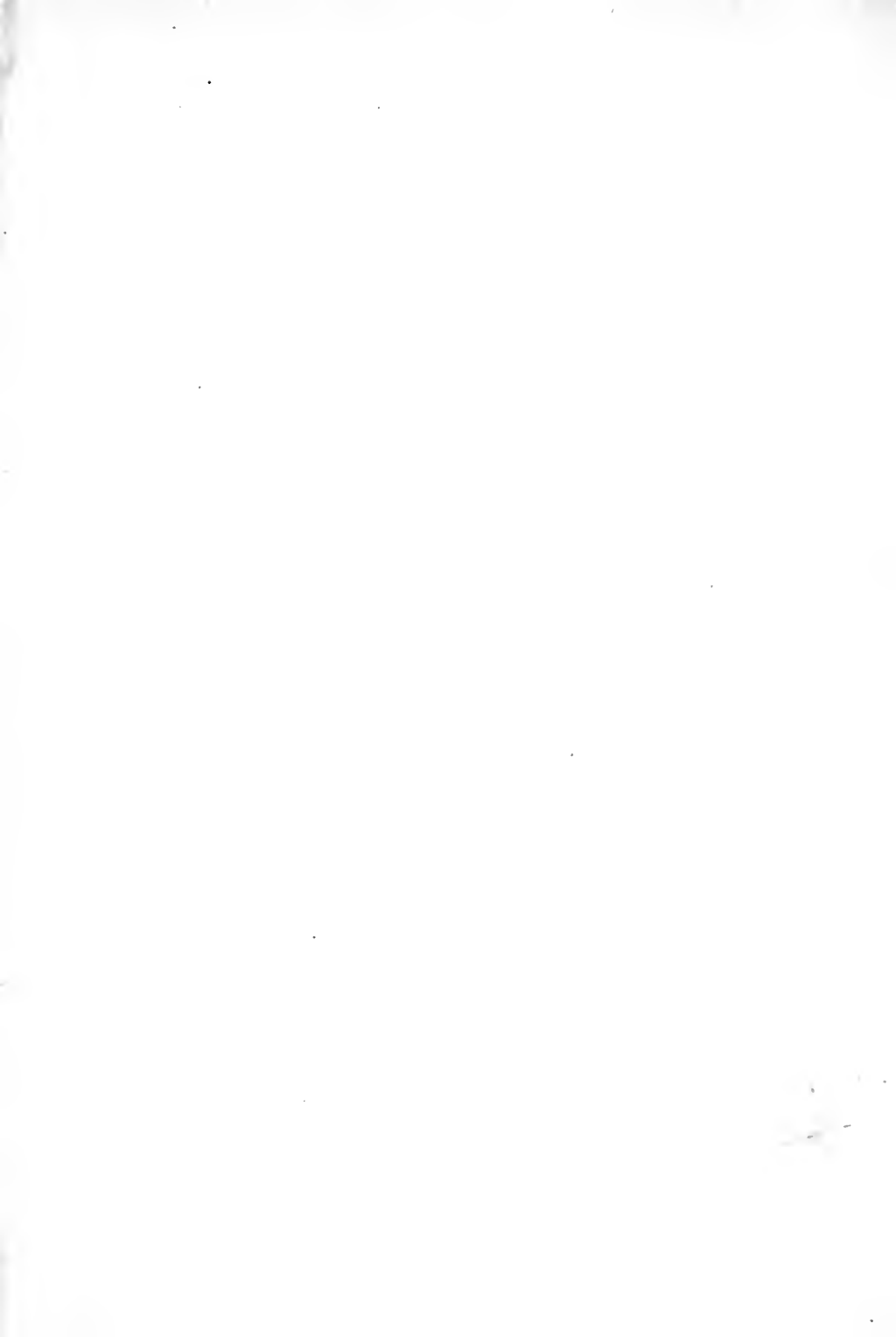
The homeward bound voyage was by far the most pleasant of the cruise. The mere fact of nearing home after a three years' cruise on a foreign station would in itself have reconciled us to many discomforts, but we had none.

The beautiful weather so general in the trade-wind belts prevailed over and beyond their ordinary limits, and even when we passed between Bermuda and Hatteras we experienced delightful weather, encountered no rough seas, and the ship sailed along as smoothly as if on an inland lake.

For three long years the good old ship cruised along foreign shores, and was a safeguard to the United States of America and a security for such as passed on the seas upon their lawful occasions. The ship's company was discharged, and the officers assigned to other duties as deemed expedient by the honorable Navy Department, but those who participated will always look back upon this most successful cruise with great satisfaction.

Indeed, the "Brooklyn's" cruise was a very fortunate one, both in regard to the fine weather generally experienced and to the remarkably good health enjoyed by "all hands."

Doubtless all will enjoy the blessings of the land with the fruits of their labors and be sincerely grateful for these mercies.





# TABULATED SYNOPSIS OF THE CRUISE.

November 11, 1881, went into commission at navy-yard, New York.

Date of Departure.	Port Left and Port Bound for.	Time on Voyage.		Distance Sailed.
		Days.	Hours.	
1881.				
December 7.	New York for Montevideo, Uruguay.....	49	2	6,279.4
1882.				
February 5.	Montevideo for Possession Bay, Straits of Magellan.....	9	10	1,391.2
" 15.	Possession Bay for Gregory Bay, Straits of Magellan.....	...	5	46.
" 16.	Gregory Bay for Elizabeth Island, Straits of Magellan.....	...	2	18.
" 18.	Elizabeth Island for Sandy Point, Straits of Magellan.....	...	4	27.
" 28.	Sandy Point for Gregory Bay, Straits of Magellan.....	...	5	45.
March 1.	Gregory Bay for Possession Bay, Straits of Magellan.....	...	6	46.
" 2.	Possession Bay for Port Stanley, Falkland Islands.....	2	10	462.5
" 14.	Port Stanley for Montevideo.....	7	14	1,166.4
May 24.	Montevideo for Rio de Janeiro, Brazil....	6	22	1,058.6
September 9.	Rio de Janeiro for Montevideo.....	6	1	1,002.3
October 26.	Montevideo for Santa Cruz, Patagonia....	7	2	1,251.3
December 16.	Santa Cruz for Montevideo.....	7	6	1,131.1
1883.				
January 3.	Montevideo for Santa Cruz, Patagonia....	7	19	1,168.6
" 27.	Santa Cruz for Montevideo.....	6	10	1,131.1
September 28.	Montevideo for Cape Town, Africa.....	38	2	3,986.
November 19.	Cape Town for Tamatave, Madagascar....	27	20	3,065.4
December 15.	Tamatave for Zanzibar.....	6	4	1,022.4
1884.				
January 5.	Zanzibar for Johanna Islands.....	3	3	498.7
" 10.	Johanna for Nossi Bé Island.....	1	3	216.6
" 19.	Nossi Bé for Mojanga, Madagascar.....	2	5	281.8
" 25.	Mojanga for Mozambique, Africa.....	3	4	403.1
February 6.	Mozambique for Mourondava, Madagascar.....	2	4	340.3
" 16.	Mourondava for Nos-Veh, Madagascar....	1	9	228.7
" 21.	Nos-Veh for Tullear Bay, Madagascar....	...	5	32.
March 5.	Tullear Bay for Port Elizabeth, Africa....	6	8	1,052.5
" 13.	Port Elizabeth for Cape Town, Africa....	2	16	438.7
April 12.	Cape Town for St. Helena Island.....	12	...	1,643.5
May 6.	St. Helena for Montevideo.....	30	13	3,134.8
July 14.	Montevideo for Rio de Janeiro, Brazil....	6	23	1,084.6
September 1.	Rio de Janeiro for New York.....	37	6	4,913.4
Total.....				38,567

The above, including several short trips on the river Plate for target-practice and tactical evolutions, make a grand total of 38,600 miles sailed during the entire cruise.



## APPENDIX.

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### LIST OF OFFICERS ON BOARD THE UNITED STATES FLAG-SHIP "BROOKLYN" UPON HER ARRIVAL AT NEW YORK, OCTOBER 8, 1884.

Rear-Admiral Thomas S. Phelps, commander-in-chief United States naval force, on South Atlantic Station.

Captain A. W. Weaver, commanding "Brooklyn."

Lieutenant-Commander G. E. Wingate.

Lieutenant-Commander E. W. Watson.

Lieutenant W. H. Beehler.

Lieutenant H. O. Handy.

Lieutenant Thomas S. Phelps, Jr.

Lieutenant George A. Calhoun.

Lieutenant Jacob J. Hunker.

Ensign H. McL. P. Huse.

Ensign John Hood.

Ensign C. S. Ripley.

Ensign J. B. Cahoon.

Ensign J. A. Bell.

Ensign Thomas Snowden.

Ensign Franklin Swift.

Medical Inspector C. H. Burbank.

Surgeon H. M. Martin.

Passed Assistant Surgeon J. M. Steele.

Paymaster Worthington Goldsborough.

Chief Engineer W. W. Dungan.

Passed Assistant Engineer B. C. Gowing.

Assistant Engineer S. H. Leonard, Jr.

Chaplain A. Lee Royce.

Captain L. E. Fagan, United States Marine Corps.

Second Lieutenant S. L. Jackson, United States Marine Corps.

Boatswain H. Dickinson.

Carpenter J. S. Waltemeyer.

Sailmaker J. T. Bailey.

Paymaster's Clerk J. G. Dawson.

## LIST OF CREW.

## APPOINTED PETTY OFFICERS.

John Taylor, master-at-arms.  
 O. B. Morton, ship yeoman.  
 William LaForge, machinist, first-class.  
 James Jones, machinist, first-class.  
 D. M. Miller, machinist, second-class.  
 William M. Shoemaker, engineer's yeoman.  
 James L. Graham, apothecary.  
 Harry T. Jackson, pay. yeoman.  
 William Jarrard, schoolmaster.  
 William A. M. Deuchar, ship's writer.  
 C. M. Cartwright, ship's printer.  
 M. Durkin, blacksmith.

## PETTY OFFICERS.

John Lyons, boatswain's mate.  
 Dennis Twiggs, boatswain's mate.  
 James Murphy, boatswain's mate.  
 Matthew Riley, chief gunner's mate.  
 William R. Lyons, signal quartermaster.  
 Henry Pharoah, carpenter's mate.  
 John Winters, carpenter's mate.  
 Charles Kelsey, armorer.  
 Thomas Muldoon, sailmaker's mate.  
 George Reed, coxswain to commander-in-chief.  
 William Campbell, captain forecandle.  
 William Eske, captain forecandle.  
 Edward Ramsay, quartermaster.  
 Robert Maker, quartermaster.  
 Charles Bassett, quartermaster.  
 Magnus Erickson, quarter gunner.  
 James Tiernan, quarter gunner.  
 John H. Thompson, quarter gunner.  
 Thomas Holmes, quarter gunner.

James Burgess, coxswain.  
 James Casey, coxswain.  
 John Maley, coxswain.  
 John Tracey, captain maintop.  
 Thomas Mullen, captain maintop.  
 John L. Bernauer, captain foretop.  
 Manuel Rodrigues, captain foretop.  
 John Dyke, captain mizzen-top.  
 H. E. Collyer, captain mizzen-top.  
 George Royal, captain after-guards.  
 Charles Walker, captain after-guards.  
 George W. Miller, painter.  
 John Walker, ship's corporal.  
 Daniel Sheridan, ship's corporal.  
 Stephen Ashton, captain main hold.  
 John Dahlberg, captain fore hold.  
 Thomas Carroll, ship's cook.  
 John Doherty, jack of dust.  
 Ronald Ford, lamp-lighter.  
 Richard Walsh, ship's bugler.  
 David Meldrum, carpenter.  
 Charles Venables, carpenter.  
 D. J. McLaughlin, carpenter.  
 W. J. C. Hardy, carpenter.  
 Joseph Hindley, bayman.  
 H. M. Holden, bayman.

## FORECASTLE.

Charles McCluskey, seaman.  
 William Sweeney, seaman.  
 Harry Barth, seaman.  
 August Makowske, seaman.  
 Henry Williams, seaman.  
 Richard Jones, seaman.  
 Andrew Collman, seaman.  
 Peter Nuygren, seaman.  
 John Ellis, seaman.  
 William Anderson, seaman.



Peter Burkhardt, seaman, apprentice.  
 W. C. Carson, seaman, apprentice.  
 W. V. Armstrong, ordinary seaman,  
 apprentice.  
 W. F. Cartwright, ordinary seaman,  
 apprentice.  
 Frederick Dreier, ordinary seaman.  
 Albert Garren, ordinary seaman.  
 Arthur Ward, ordinary seaman.  
 Hans J. Hansen, ordinary seaman.  
 John Dunn, ordinary seaman.  
 John Rich, landsman.  
 Frank Appelblad, landsman.  
 William McArthur, landsman.

## FORETOP.

F. Schmanke, seaman.  
 G. B. Bernhartsen, seaman.  
 Nicholas George, seaman.  
 Aeklos Alegria, seaman.  
 Walter Wellesley, seaman.  
 August Haiman, seaman, apprentice.  
 Michael Duffy, seaman, apprentice.  
 Jacob Olsen, seaman.  
 Stephen Ellsen, mastman.  
 John Cavanagh, mastman.  
 Olaf Olsen, ordinary seaman.  
 Christian Christensen, ordinary sea-  
 man.  
 Walter Kevern, ordinary seaman.  
 William Brown, ordinary seaman.  
 Rudolph Schneider, ordinary seaman.  
 I. N. Marselis, ordinary seaman.  
 Frederick Jonson, ordinary seaman.  
 W. A. Culver, ordinary seaman.  
 J. A. Carlson, ordinary seaman.  
 Percival Gibson, ordinary seaman,  
 apprentice.  
 J. Spolders, ordinary seaman, ap-  
 prentice.  
 Edward Perham, ordinary seaman,  
 apprentice.  
 J. F. Smith, landsman.

W. J. Wojan, landsman.  
 William Sinnott, landsman.  
 Olaf Skovelyn, landsman.

## MAINTOP.

John Port, seaman.  
 John Johnson, seaman.  
 Philip Hazard, seaman.  
 Robert Allan, seaman.  
 A. L. Ford, seaman, apprentice.  
 Patrick Meagher, seaman, apprentice.  
 J. M. Smith, seaman, apprentice.  
 Francis Cleary, seaman.  
 Thomas G. Pasnage, seaman.  
 F. Larsen, seaman.  
 A. Halgesson, seaman.  
 Albert Rugaart, mastman.  
 William O'Brien, mastman.  
 R. B. Hilger, ordinary seaman.  
 James Foley, ordinary seaman.  
 John V. Nordling, ordinary seaman.  
 Andrew Pozetts, ordinary seaman.  
 Frank Hewitt, ordinary seaman.  
 William Collins, ordinary seaman.  
 William Schmidt, ordinary seaman.  
 Henry Jennings, ordinary seaman.  
 Henry Rave, ordinary seaman, ap-  
 prentice.  
 John F. Folwell, ordinary seaman,  
 apprentice.  
 John W. Beattie, landsman.  
 H. O. Hanson, landsman.

## MIZZENTOP.

William Johnson (2d), seaman.  
 Andrew Bakman, seaman.  
 James Conley, seaman.  
 Ossian Carlson, seaman.  
 Charles Humphreys, seaman.  
 Oliver Quemener, seaman.  
 B. H. Bryan, seaman, apprentice.  
 G. W. Bock, seaman, apprentice.  
 G. P. Monell, seaman, apprentice.  
 John Neil, mastman.

A. G. Peterson, mastman.  
 John Gunsolvers, ordinary seaman.  
 Robert Simons, ordinary seaman.  
 Peter Anderson, ordinary seaman.  
 C. J. B. Iversen, ordinary seaman.  
 Henry Phelps, ordinary seaman.  
 J. M. Hame, ordinary seaman, apprentice.  
 Jakob Forss, landsman.  
 William Steinhauer, landsman.  
 George Banister, landsman.

## AFTER-GUARDS.

Charles Anderson, seaman.  
 Arnt Jakobson, seaman.  
 Edward Austin, seaman.  
 G. A. Benetzsch, seaman, apprentice.  
 Alexander Jones, seaman, apprentice.  
 Rudolph Klabis, ordinary seaman.  
 Frederick Vanpamelin, ordinary seaman.  
 Emil Giebarth, ordinary seaman.  
 James Millmore, ordinary seaman.  
 George Hewitt, ordinary seaman.  
 Frank Brady, ordinary seaman.  
 C. H. R. Godfrey, ordinary seaman.  
 Martin Nyholm, ordinary seaman.  
 William Johnson (1st), ordinary seaman.  
 B. Patti, ordinary seaman, apprentice.  
 R. M. Wright, ordinary seaman, apprentice.  
 J. W. Howourth, landsman.  
 Charles Miller, landsman.  
 James Murphy (2d), landsman.  
 Andrew Neuman, landsman.  
 John McCabe, landsman.

## ENGINEER'S FORCE.

Michael Hanifin, first-class fireman.  
 George E. Skinner, first-class fireman.  
 John Grant, first-class fireman.  
 Dennis Murphy, first-class fireman.

Thomas Cahill, first-class fireman.  
 John W. Welch, first-class fireman.  
 Peter Sullivan, first-class fireman.  
 Alphonse Verriest, first-class fireman.  
 James McCarthy, first-class fireman.  
 James Conner, first-class fireman.  
 Charles Bois, first-class fireman.  
 John Northern, second-class fireman.  
 W. F. Hope, second-class fireman.  
 Edward Brenan, second-class fireman.  
 Henry Wilson, second-class fireman.  
 William O'Conner, second-class fireman.  
 F. E. Hedenger, second-class fireman.  
 B. Mastoraki, second-class fireman.  
 George Ryan, second-class fireman.  
 Rudolph Schultz, second-class fireman.  
 John Dolan, second-class fireman.  
 John Lietzer, coal-heaver.  
 Harry Forkin, coal-heaver.  
 Thomas Delaney, coal-heaver.  
 Paul Adam, coal-heaver.  
 Patrick Whalen, coal-heaver.  
 E. H. Johnson, coal-heaver.  
 Alexander Coutts, coal-heaver.  
 John S. Norton, coal-heaver.  
 R. Soderlund, coal-heaver.  
 W. H. Ammerman, coal-heaver.  
 Pat. Byrnes, coal-heaver.  
 John Sheehan, coal-heaver.  
 James O'Neil, coal-heaver.  
 Carl Lerhman, coal-heaver.  
 John O'Connor, coal-heaver.  
 John Flynn, coal-heaver.  
 Michael Whalen, coal-heaver.  
 Gustave Thiele, coal-heaver.  
 William Branagan, coal-heaver.

## MARINE GUARD.

Joseph Boyle, orderly sergeant.  
 Benjamin Hart, sergeant.  
 Robert Eakins, sergeant.  
 George F. Powers, corporal.

T. H. Moran, corporal.  
 C. B. Allan, corporal.  
 W. E. Howes, drummer.  
 J. C. Cahill, fifer.  
 M. Behan, private.  
 J. J. Dougherty, private.  
 John Dougherty, private.  
 F. E. Dow, private.  
 J. W. Fleet, private.  
 E. M. Hurley, private.  
 Louis Hassinger, private.  
 J. H. Keating, private.  
 J. M. Kenny, private.  
 William Lally, private.  
 Edmond Loren, private.  
 C. S. Murphy, private.  
 S. G. Maxfield, private.  
 John Quinn, private.  
 John A. Richardson, private.  
 A. M. Reddick, private.  
 A. Spering, private.  
 T. Russell, private.  
 C. Viele, private.

## BAND.

H. E. Schutte, master of band.  
 Donato Ficca, first-class musician.  
 Salvator Arcidiacona, first-class musician.  
 Achilles Tedeschi, first-class musician.  
 Generoso Napoliello, first-class musician.  
 Genero Persico, first-class musician.  
 Frederick Fornfett, first-class musician.  
 Nicola Fica, second-class musician.

Giacomo del Guerico, second-class musician.  
 Henry Gremmel, second-class musician.  
 Antonio Gueressi, second-class musician.  
 Cesare Torsiello, second-class musician.  
 Giacomo Simone, second-class musician.

## SERVANTS.

Leo. Stears, admiral's steward.  
 Charles Arthur, admiral's cook.  
 T. H. Richardson, admiral's boy.  
 F. A. Robinson, cabin steward.  
 Charles Akins, cabin cook.  
 Alexander Wilson, cabin boy.  
 Ah Bon, wardroom steward.  
 Ah Chowe, wardroom cook.  
 Ah Gee, wardroom boy.  
 Ah Quang, wardroom boy.  
 Ah Choo, wardroom boy.  
 Ah Yow, wardroom boy.  
 Ah Sin, wardroom boy.  
 Ah Sing, wardroom boy.  
 Pietro Rodrigues, wardroom boy.  
 Ah John, steerage steward.  
 Ah Choy, steerage cook.  
 Paul Samaran, steerage boy.  
 Emile Renand, steerage boy.  
 Emile Cagnion, steerage boy.  
 Thomas Kennedy, warrant officers' steward.  
 W. H. Johnson, warrant officers' cook.  
 Charles Williams, warrant officers' boy.



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